



*The History
of the North Pacific Division
U.S. Army Corps of Engineers*

1888 to 1965

*Prepared by
North Pacific Division
Portland, Oregon 1969*

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FOR E W O R D

"Organizational history is the entire body of events concerned with specific military organization, its participation as part of, and its contribution to the objectives of the larger military forces to which it has belonged. Unit history is the written narrative record of a specific military organization. Commanders of all organizations subordinate to Headquarters, Department of the Army, are responsible for preparing a unit history for their organization". Army Regulation 870-5.

The U. S. Army Engineer Division, North Pacific, staffed principally with civilians, is under the supervision of the Department of the Army through the Chief of Engineers, Corps of Engineers, U. S. Army, Washington, D. C.

To prepare a history of the North Pacific Division spanning more than 60 years from its inception in 1901, was no small task. Many early records were lost through deterioration or destruction; others released to the National Archives and State Historical Societies, were not readily available.

It is fortunate that we were able to retain for this assignment Mr. Roy W. Scheufele, recently retired from the North Pacific Division, who prepared the original draft. Mr. Scheufele served directly under three District and eleven Division Engineers. He was Executive Assistant to nine Division Engineers in the North Pacific Division since its re-establishment in 1946. His knowledge of the Corps of Engineers, particularly of its role in the Pacific Northwest, qualified him well for the task we set before him.

We are very pleased with the North Pacific Division history Mr. Scheufele has compiled, and are most appreciative of the many hours he spent in completing the task.

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INTRODUCTION

Conceived in the anguish of war - a Corps of Engineers was first born in 1775 when General George Washington appointed Colonel Richard Gridley as Chief Engineer of the Grand Army. The Continental Congress authorized Colonel Gridley's appointment - his pay was sixty dollars a month - each of his two assistants received twenty.

Following the peace settlement of 1783, various acts of the Congress alternately abolished and re-established a Corps, but the act of March 16, 1802 re-established it, and it has since been a permanent part of the military establishment.

The Corps was then the sole source of engineering talent in the Nation; and, at the request of the Administration, or the Congress, it provided for the next several decades the engineering technologists needed for the surveys, the planning and the construction for sea coast defenses, for harbors, rivers, canals, roads, and even railroads.

In 1822 Congress made a grant of \$22,700 for a breakwater at the entrance of Delaware Bay - an improvement recommended by the Corps. The first River and Harbor Act was passed in 1824, providing the Corps with \$75,000 for snag removal from stretches of the Ohio and Mississippi Rivers. These two acts gave the Corps its "civil works" mission. Thus, the Corps as we know it today, came into being.

Forged in the crucible of six armed conflicts - tested in a half hundred or more national catastrophies - measured by singular performance in response to unprecedeted demands imposed by the most dynamic nation on earth - the Corps has emerged as an efficient arm of the military forces - as the largest engineering force in existence - thoroughly experienced and competent in all types of engineering, construction and administrative management - an organization in being - geographically dispersed - ready to fulfill any urgent role thrust upon it by national need or requirement.

From its original assignments, the Corps of Engineers' mission has evolved over the years, pacing the growth and development of the country. Today it is the principal advisor to the Department of the Army for military engineering; it plans,

directs and supervises the engineering and construction for the Army and the Air Force and acquires and manages the real estate for both; it plans and exercises technical staff supervision over the maintenance, repair and operation of utility plants; it administers matters relating to construction, operation and maintenance necessary for the improvement of rivers, harbors and waterways; it administers the laws for the protection of navigable waters; it develops nuclear power plants for land use in support of the Army. It also plans, directs and supervises the nation-wide Civil Defense support programs.

Supervision of the Corps' assigned work is accomplished by the Chief of Engineers and his staff in Washington, D. C. The program in the field is carried out through 13 Corps of Engineers Divisions which supervise 41 districts covering the entire geographical area of the United States, its possessions, and several overseas areas.

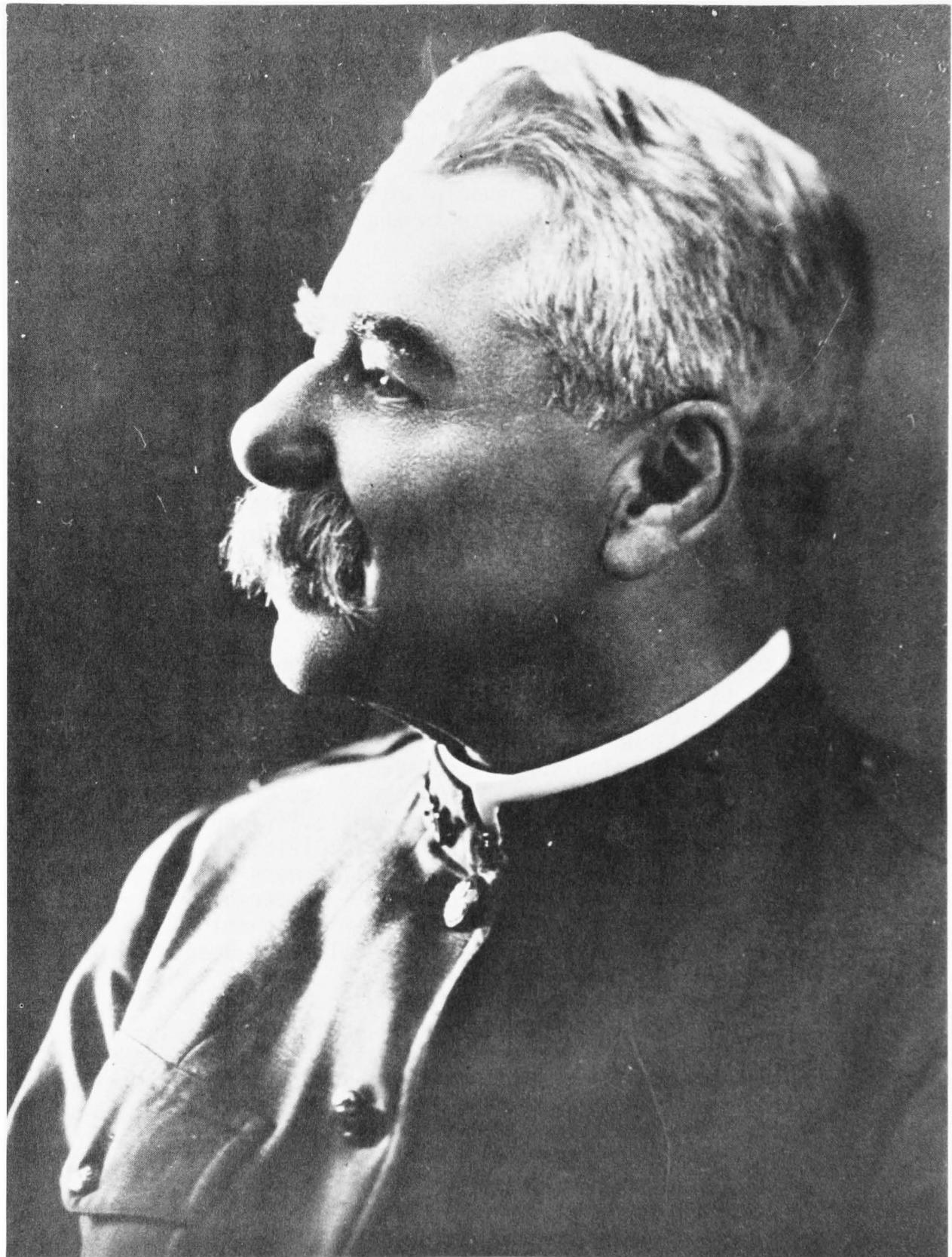
Each Division Engineer, under authorities delegated to him by the Chief of Engineers, assigns missions to the districts under his command, supervises and coordinates the execution of those missions, combines results, develops cooperative interests with offices of other agencies on his level, and represents the division as a whole.

The District Engineer is the "line" or operating echelon of the Corps. He and his staff are responsible for preparing the engineering and design investigations and studies, constructing military and civil works, operating and maintaining works of improvement, and providing support services.

This is the story, necessarily synoptic, of one of the Corps of Engineers Divisions - the NORTH PACIFIC Division - not the oldest division, nor the largest in terms of workload - but one of the best - in initiative - innovation - leadership and resourcefulness. It has been blessed with officer personnel of marked competency. Its key civilian staff generally has been of equal caliber.

This narrative will cover division activities only, - district histories will chronicle project inception and development, military and civil, and the planning work of the districts.

(See Roads, Rails and Waterways by Forest G. Hill, 1957. History and Traditions of the Corps of Engineers S.T. 25-1, Engr. Schl., Ft. Belvoir, Va. 953. General Fact Sheet, U. S. Army Corps of Engineers - OCE, 1 Jan 1960. Engineer Regulation (ER) 10-1-1 dated OCE 1 May 1963 and ER 10-1-3, OCE 24 July 1963)



COLONEL WM. H. HEUER

THE STORY OF THE NORTH PACIFIC DIVISION

U. S. ARMY CORPS OF ENGINEERS

EARLY YEARS

The Secretary of War, on November 8, 1888, issued his General Order No. 93. This order authorized the Chief of Engineers, Brigadier General T. L. Casey, to assign as many officers not below the rank of Lieutenant Colonel as might be needed as Division Engineers. By terms of the order, these Division Engineers were to exercise care and oversight over the engineering works of officers within their divisions; inspect the work at least once a year; counsel and advise, and in case of emergency, direct the district officer in matters pertaining to the engineering work in his charge. In the performance of these duties, each Division Engineer was to be allowed a clerk. No other staff was authorized.

In December of that year, the Chief of Engineers established five divisions -- Northeast, Southeast, Southwest, Northwest and Pacific. The North Pacific Division was to be established in 1901. District Engineers were to report to the Chief of Engineers through the five divisions named.

Thus, decentralization of authority within the Corps became a fact - has remained so as a matter of policy throughout the years - a policy that has contributed as much, or more, than any other to the efficiency, stability and outstanding performance of the Corps.

One engineer - one clerk - truly a small staff compared to existing division organizations. In the absence of staff, little could be or was done at the division level in the way of staff review and supervision - but in the early days there was really little to do. In those days of the mini-bureaucracy, division executive and administrative duties were few. Division Engineers could, and did, devote themselves to engineering, in itself. It was not uncommon for a Division Engineer personally to write a technical report, review a design analysis, or draft a specification. Frequently, these officers served in a dual capacity - both as Division and as District Engineer.

Prior to 1901 work of the Corps on the entire west coast was under a Division Engineer stationed at San Francisco, California. On October 1 of that year (1901) Lieutenant Colonel W. H. Heuer was named Division Engineer, North Pacific Division, with headquarters in San Francisco. He retained that assignment until March 2, 1907.

Colonel Heuer brought to his new assignment the special and imposing qualifications of education, training and experience typifying those possessed by the long line of his able successors. Born on March 2, in 1843, he graduated from West Point Military Academy in June, 1865, standing eighth in his class, academically. He was promoted at once to First Lieutenant in the Corps of Engineers. Assigned to duty in California he served for five years on river and harbor surveys in the Western states. This work included survey of the rapids on the Columbia River, and a military wagon road from Fort Churchill, Nevada, to Boise City, Idaho. As he rose through the officer list, he enjoyed river and harbor assignments of increasing responsibility at New York, New Orleans, Philadelphia and San Francisco. He retired in 1907 and died in San Francisco in 1925, a confirmed bachelor to the end.

The records do not disclose the name of Colonel Heuer's clerk - or that he had one.

From eye witness accounts, it can be concluded that life in a division office was mostly simple and unhurried in the early days. A typical western division office consisted of two or three small rooms - one reserved for whole or part-time occupancy by the Division Engineer, and later, perhaps, a military assistant. Another was used by a clerk or two - the third reserved for technical personnel borrowed from or assigned by a district on a part-time basis - or an occasional consultant. One telephone in each room. Throughout the years, of course, staffs gradually increased in size, though Parkinson's law was yet to be enunciated.

In a district-division suite, furniture was mostly old oak - time worn - drab - strictly utilitarian. By each desk, upon a soiled rubber mat, sat a spattered spittoon - brass if the office was affluent - gray enamel if not. Beards were profuse and occasionally magnificent - women employees were rare. Conversation or consultation was usually preceded by a pause, puckered lip, and an expulsion of nicotian spittle in the general direction of the cuspidor. Old Bull Durham had it good in those days - roll your owns were an economic necessity for cigaret smokers - and that tobacco which did not roll, slipped from the folded paper and filtered down over the vest, the desk and the floor to mingle with cognate debris 'till the building custodian made his nightly rounds. Colonel Gustave R. Lukesh, Division Engineer from 1927 to 1931, excelled at this filtering down process - he really never mastered the art of the old "pros" in rolling his own, but seemed never discouraged. Many of the office records were holographic. Green celluloid eyeshades and a roll top desk were status symbols.

Civilian employees enjoyed the privilege of working hard, but little else, for six days a week. Subsequent to passage of the Retirement Act, if they survived until 70 years of age, they retired on \$100 per month for life. Annual leave was a privilege, not a right. The entire content of Orders and Regulations could be memorized by an astute clerk in a couple of months - but since the regulations contained only common sense, knowledge thereof was superfluous except to those lacking experience or sound judgment. A typist (still referred to by some as a "typewriter") might be paid by the 1920's as much as \$1320 per annum, and the top engineer of the organization as much as \$4600. Few were. At least once each year, upon request in the proper form, submitted through proper channels, the Secretary of War would consider the granting of a \$5.00 per month administrative increase to the "faithful", an adjective used more than any other in those days to describe employee performance.

Water resource projects handled by the Corps in the Pacific Northwest in the early days were mostly small river and harbor improvements, appropriations for which might be as little as \$500. Channel dredging, bar removal, minor breakwater, rock and snag removal works were typical. An examination of the early annual reports of the Chief of Engineers reveals that total appropriations for projects in the North Pacific Division in 1901 approximated \$250,000; in 1902, \$1.5 million and in 1903 about the same. Availability of only \$100,000 made 1904 a poor year; 1905 saw \$900,000; 1906 and 1907 were boom years with \$1.1 and \$2.1 million, respectively.

In 1907, because of the "large" workload of the Portland District, it was split to form the First and Second Portland Districts, with the First District handling the Upper Columbia and The Dalles-Celilo Canal, the Second the Lower Columbia, including the Willamette River and coastal ports. In 1926 they were again combined to form a Portland District.

The Division Engineer devoted much of his time traveling to inspect the projects under his jurisdiction - these he was to see at least annually - no small chore considering there was no air travel - rail service was certainly limited and automobile travel (the best tires were guaranteed for a maximum of 3,000 miles) presented endless difficulties. The number of projects varied from year to year, but averaged between forty and fifty scattered over more than a quarter million square miles, including Alaska. Military emoluments in the way of subsistence, quarters and pay of the Army were meager by present day standards - hence the mileage received for such travel (as much as 10¢) was a welcome and usually essential adjunct to income.

Lieutenant Colonel S. W. Roessler was appointed Division Engineer in June 1907 with headquarters apparently divided between Portland and San Francisco because he served also as District Engineer of the Portland, and then the First Portland, District. He served as Division Engineer until July of 1908 1/.

Other Division Engineers with headquarters at San Francisco included Lieutenant Colonel John Biddle, July 12, 1908 to July 19, 1911, and Lieutenant Colonel Thomas H. Rees, July 20, 1911 to March 11, 1914.

In response to Circular Letter No. 94595 dated Office, Chief of Engineers, July 1, 1914, the division reported that total civil works expenditures for the fiscal year ending June 30, 1914, double the 1907 expenditures, were as follows:

First Portland District	\$1,702,000
Second Portland District	1,742,000
Seattle District	<u>1,350,000</u>
	\$4,794,000

Average number of employees during the "working season", including hired labor, was 1,952 for the First Portland; 583 for the Second Portland; and 508 for the Seattle District. No mention was made of division costs or staffs.

Except for some curtailment of the civil works program, it does not appear that World War I drastically affected the stateside mission of the division - the Quartermaster handled military construction and real estate in those days.

Expenditures for civil works did decrease from a little over \$1.1 million in 1917 to approximately \$440,000 in 1918 - a decrease of well over 50%.

The 1927 workload, which included the Juneau, Alaska District, established (over vigorous objections of the Seattle District Engineer, who was then responsible for Alaska work) April 1, 1921, was slightly less than \$2 million. The Juneau District was maintained until July 14, 1932 when its functions again were assumed by the Seattle District.

1/ Appendix I contains photographs and personal information relating to Division Engineers.

Between 1914 and 1931 the series of Division Engineers served varying periods with headquarters at Portland or Seattle. 2/

Planning - it was not referred to as such in the early years - consisted largely of the preparation of preliminary examination or survey reports of single-purpose navigation projects. Normally, the appropriate Congressional Committee authorized a preliminary examination - little more than a field reconnaissance. If this preliminary examination disclosed the

2/ At Portland, Oregon

Lt. Col. Chas. H. McKinstry, March 12, 1914 to July 31, 1915.
Lt. Col. Chas. L. Potter, July 31, 1915 to November 17, 1916.

At Seattle, Washington

Lt. Col. J. B. Cavanaugh, November 18, 1916 to May 13, 1917.

At Portland, Oregon

Col. Wm. H. Heuer (Retired) from May 14 to 31, 1917.
Col. Geo. A. Zinn, June 1, 1917 to September 9, 1919.
Col. J. B. Cavanaugh, September 10, 1919 to July 31, 1922.

At Seattle, Washington

Col. Edward H. Schulz, August 1, 1922 to May 21, 1923.
(There was no Division Engineer May 22, 1923 to June 18, 1923)
Col. W. J. Barden, June 19, 1923 to June 10, 1927.
(There was no Division Engineer June 11, 1927 to July 8, 1927)

At Portland, Oregon

Lt. Col. Gustave R. Lukesh, July 9, 1927 to July 31, 1931.

Records with respect to the "clerks" serving the Division Engineer in the early days are meager, but it appears that

Edgar P. Thompson served from January 4, 1916 to April 16, 1916.
Wesley G. Clark " " April 17, 1916 to November 7, 1922.
Ray B. Compton " " November 8, 1922 to February 28, 1923.
Harold P. Ballf " " March 1, 1923 to October 19, 1923.
Miss H. C. Fox " " October 16, 1923 to December 24, 1927.
A. J. McIntyre " " December 30, 1927 to July 31, 1931.

probability of a worthwhile project, a survey was recommended. If approved by the Congress and funds made available, a more detailed investigation and study were made to determine the project best suited to fill the need, its estimated cost and economic feasibility (the term "benefit-cost" ratio was seldom, if ever, used). These studies were usually made by the district concerned - the division role was nominal - normally not more than a desk review and a simple concurring indorsement.

The year 1925 marked a turning point in Corps planning. For the first time the Congress began to look to multiple-purpose instead of single-purpose planning for the development of water resources. This multiple-purpose planning was for a long time referred to as "comprehensive," but it was not really that, for it omitted many of the purposes for which water resource projects are planned today.

This multiple-purpose planning started with the River and Harbor Act of March 3, 1925, which directed the Secretary of War, in collaboration with the Federal Power Commission, to submit an estimate of cost of making surveys of those navigable streams and their tributaries, throughout the nation, where power development appeared feasible and practicable in combination with navigation, flood control and irrigation development.

In April (12) 1926 such estimates were submitted, and published in House Document 308, Sixty-ninth Congress, First Session. The estimates included requirements for the Columbia River and its tributaries (Cowlitz, Lewis, Willamette and John Day Rivers) and the Snake River and its tributaries in the North Pacific Division. The River and Harbor Act of January 21, 1927, directed the surveys listed to be made by the Corps, and funds were provided to start the work. Surveys of all the Northwest streams listed followed as rapidly as funds were made available. "308" Surveys were also made for the Chehalis, Puyallup, Stillaguamish, Skagit and Snohomish Rivers, all in Washington.

The report on the Columbia River, the first major and "comprehensive" study made by the Corps in the region, was written by the North Pacific Division - dated in July, 1931, and published as House Document 103, Seventy-third Congress, First Session. Detailed studies were assigned to the Portland and Seattle Districts, the division handling the main report and power market and other special studies. The division report concluded that on the lower tidal section of the Columbia River, flood control was solely a local and State concern and no Federal funds should be spent thereon. On the non-tidal section, works for flood control alone, or flood control in combination with irrigation, power, or navigation, were neither needed nor feasible

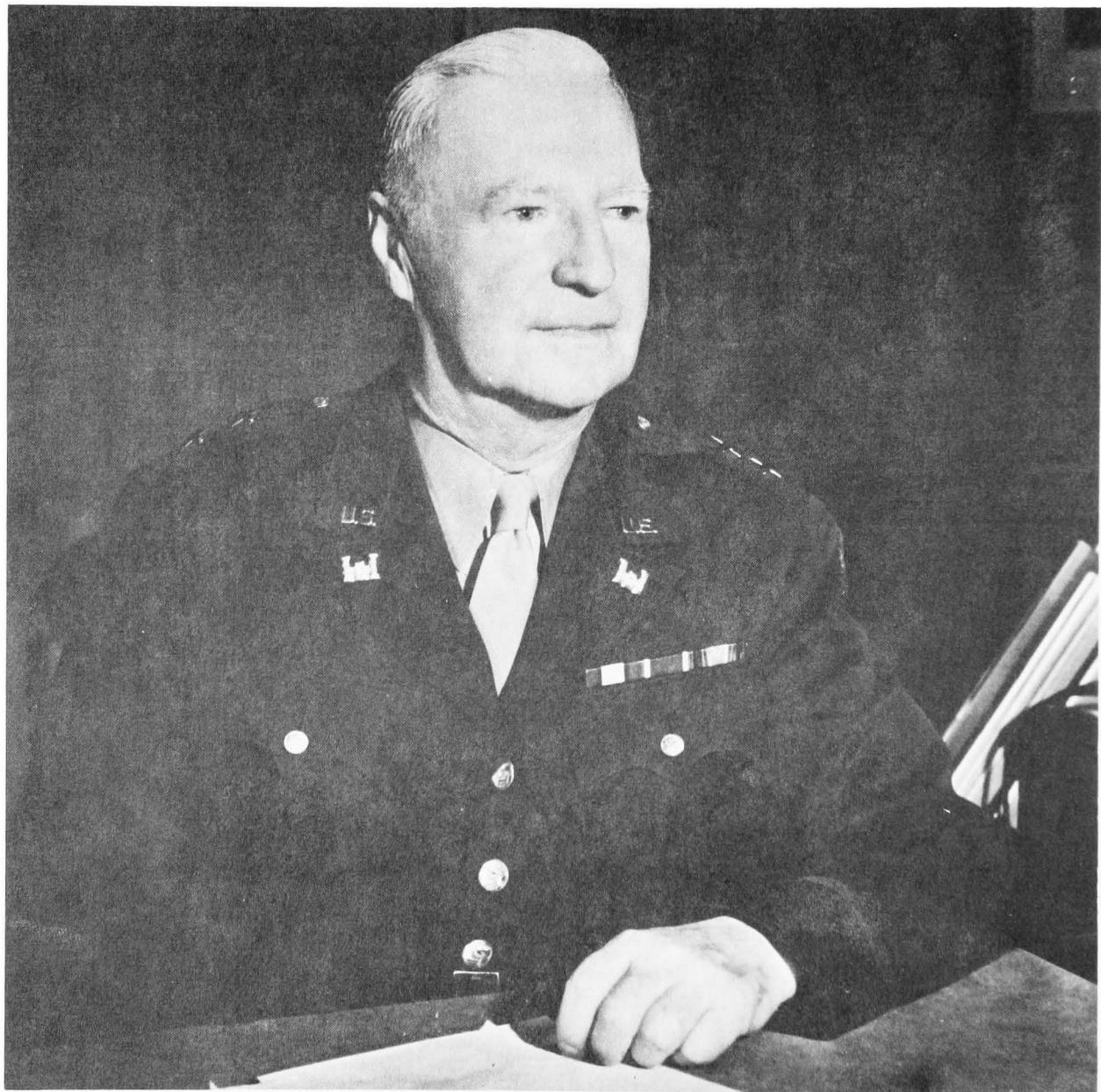
(economically). The report did provide a plan for ultimate development of the river - to be used as a guide, when such development became economically feasible. This plan included dams at Grand Coulee, Foster Creek (Chief Joseph), Priest Rapids, The Dalles and at the foot of Cascades Rapids (Bonneville). None of these projects were recommended for construction, although the District Engineer of the Portland District, Major Oscar O. Kuentz, did urge the Division Engineer to include a recommendation that immediate construction of some of the proposed works (Grand Coulee, for instance) be considered as stimuli to the economy of the region and a boost to its long range development. This thought was summarily rejected by the Division Engineer. At the time, the wisdom of this decision was questioned by some of the civilian staff. It must be borne in mind that in 1930, 1931, 1932, 1933 and well into 1934, the region and the Nation were in the depths of the worst economic depression ever faced by the United States. Within two years after the report was filed, both Grand Coulee and Bonneville were started as Public Works Administration projects for the purposes stated by Major Kuentz.

The Administrative staff of the Division Office at that time consisted of a Junior Stenographer (\$1440 per annum and the Colonel said, "try to earn it") and a Chief Clerk. Junior did all office typing, filing, much of the Division Engineer's secretarial work, all clerical work related to supplies, property, costs, etc. The division could not afford a temporary typist for ninety days, so Junior, in addition to his other duties, typed numerous drafts, and the final run, of the several hundred pages and complicated tabulations of the Columbia River report "whenever he can find the time (nights, Sundays and holidays) but give it first priority" per instructions of Colonel Lukesh - no overtime. This effort, perhaps, constituted the young man's first contribution to the development of the Columbia River.

On August 1, 1931, the North Pacific Division was consolidated with the South Pacific Division to form the new Pacific Division, with Lieutenant Colonel Thomas M. Robins as Division Engineer, with headquarters in San Francisco, California. Economy was given as the reason, although the workload of the North Pacific Division had not diminished greatly. Expenditures in 1930 were in excess of \$2.279 million and in 1931, \$3.023 million.

As stated, the division at that time had a "Chief Clerk" and one assistant "Junior Stenographer" as the only full-time civilian employees. Tenure of employment was a figment of imagination then - neither expected nor sought. This assistant

was called into the Division Engineer office at the close of business on a Friday - told that the office was closed - assured that the Division Engineer felt he, the employee, would have no trouble finding a job (in the depths of a national depression) and would he, the assistant, mind coming down Saturday and Sunday, and crating the files and furniture for shipment to San Francisco - without pay, of course - and the assistant did so.



COLONEL THOMAS M. ROBBINS

THE NINETEEN THIRTIES

On June 30, 1932, Congress authorized the President to transfer functions from one Executive Department to another (47 Stat. 382). On December 9 of that year, by Executive Order, the President established a Division of Public Works in the Department of Interior and transferred the civil works program of the Corps to this new Interior agency. Friends of the Corps immediately expressed their emphatic displeasure with the proposal, and on March 3, 1933, Congress repealed the Order (47 Stat. 1428).

This was not the first time, nor was it to be the last, that the Corps was to come under fire. 3/ The Congressional action above-mentioned preserved the potential for re-establishment of the North Pacific Division.

In June of 1934, the Chief of Engineers re-established the North Pacific Division with headquarters in Portland, Oregon. Colonel Thomas M. Robins, who had been Division Engineer of the Pacific Division, was named Division Engineer. He served in that capacity until May, 1938.

General Robins was [REDACTED] graduated from the Military Academy in June of 1904 and made a Second Lieutenant

3/ See undated letter from the Chief of Engineers to "Officers of the Corps of Engineers" issued sometime during 1921, subject "Retention of Civil Works by the Corps of Engineers." Also on Jan. 8, 1937, the President's Committee on Administrative Management recommended a Department of Public Works to design, construct, and maintain large scale public works. (Senate Doc. No. 8, 75th Cong. 1st Sess.) On June 19 of the same year the Senate Select Committee to Investigate Executive Agencies of the Government recommended, *inter alia*, that the War Department be relieved of its non-military responsibilities which would be transferred to the Bureau of Reclamation (Senate Report 1275, 75th Cong. 1st Sess.) No definitive action was taken by the Congress on either of these recommendations.

in the Corps of Engineers. His early service was typical of most engineer officers and included troop assignments, service schools, and an engineering teaching tour at the Academy. He was District Engineer at Providence, R. I. and suffered several tours of duty in the Office, Chief of Engineers. In November of 1929 he was named Division Engineer of the South Pacific Division; in August of 1931, Division Engineer of the Pacific Division; and in 1934, Division Engineer, North Pacific Division. From that division he went to Washington where he served several assignments, the last as Deputy Chief of Engineers, during World War II. He retired as a Major General in 1948.

The new division included the Seattle and Portland Districts - the latter shortly to be divided into the First and Second Portland Districts. The Bonneville project had just been authorized to be built with Public Works Administration funds (\$31 million was the estimated first cost with two generating units installed). This project, one of the first large dams under jurisdiction of the Corps, together with the existing workload of the two districts, dictated re-establishment of the North Pacific Division - among other things. The 1935 workload of the two districts named was double that of 1934 - \$11 million as against \$5 million - largely because of the Bonneville project.

The new division organization was relatively small, fewer than twenty-five persons and it remained small until the military work build-up which commenced in the 1939-1940 period. A. J. McIntyre, formerly with Colonel Robins in San Francisco, came with him as Chief Clerk to head the Administrative Division. C. I. Grimm soon became Chief of the Engineering Division, and A. E. McKennett, Chief of Operations. Consultants, the fourth branch of the office, included E. T. Hodge, Consulting Geologist, and R. M. Miller, Consulting Engineer. These two gentlemen were to prepare a series of special and badly needed "power market"

studies for the division in 1935, 1936, 1937 and 1938. 4/ These studies were widely disseminated and eagerly sought by those agencies of local government promoting industrialization of the region, and by industries which were considering establishing themselves near the source of low cost power. Requests for copies of the reports came from all over the country and were received for many years - some as late as the 1960's.

In response to recommendations of the Division Engineer, the Chief of Engineers on May 1, 1935, divided the Portland District into First and Second Portland Districts - the First handling the lower, and the Second the upper Columbia River area that had been within the parent Portland District, including Bonneville Dam. The Bonneville Dam Section of the Portland District provided the staff nucleus of the Second District. This Second Portland District survived only until July 1, 1937, when it was abolished and a new Bonneville District was established with headquarters at Bonneville, Oregon. The Second Portland District at the time employed more than 140 persons in its headquarters. The size of this staff, in the opinion of the Division Engineer, was inordinate in the light of a rapidly declining workload. In spite of great division pressure, the District Engineer, whose tour of duty was nearing an end, seemed reluctant, or unable, to make significant staff reductions, although a special board established by him for the purpose recommended personnel cuts in excess of thirty percent. This failure to act on the part of the District

4/ Available Raw Materials for a Pacific Coast Iron Industry -
1935 - Edwin T. Hodge, Consulting Geologist.

Feasibility of Establishing an Iron and Steel Industry in the Lower Columbia River - 1936 - R. M. Miller, Consulting Engineer.

Report on Pulp and Paper Industry of the Pacific Northwest -
1937 - R. M. Miller.

Feasibility of Electrolytic Zinc and Cadmium Production in the Lower Columbia River Area - 1937 - R. M. Miller.

Feasibility of Producing Ferro-alloys in the Lower Columbia River Area - 1937 - R. M. Miller

Preliminary Report on Some Northwest Manganese Deposits - 1938 -
Edwin T. Hodge.

Market for Columbia River Power Using Northwest Minerals -
1938 - Edwin T. Hodge.

Engineer led to the abolishment of the district and the creation of the new, with transfer of employees to Bonneville. Because of the then remoteness of the Bonneville project site, the almost complete lack of housing and other amenities, and the need for most employees to commute 40 miles twice each day over a narrow, tortuous and dangerous highway in all kinds of adverse weather, almost half of the Second Portland District employees refused to go with the new district. As a result, the Bonneville District performed all the functions of the Second Portland District, with comparable efficiency, with fewer than 85 employees in its headquarters, clearly confirming the findings of the reduction board referred to. Needless to say, there were many Corps employees most unhappy with the District Engineer of the Second Portland District, because comparable reductions in that district would have obviated such a move as the Division Engineer took in establishing a Bonneville District. The Bonneville District existed until January 1, 1941, when it was consolidated with the Portland District by G. O. No. 10, O. C. E. December 27, 1940, with headquarters in Portland, Oregon. Reasons for this move were obvious - a growing workload, remoteness and irrelevance of the headquarters location, the need to reduce the number of separate installations doing military work for the army, and the need to centralize scarce engineering skills, were but a few of the reasons.

On June 22, 1936, the Congress passed the first "Flood Control" Act - (Public Law No. 738, 74th Congress) - another major milestone marking the growth of the Corps. The River and Harbor Act of March 3, 1925, which placed the Corps in the multiple-purpose water resource planning field was the previous major milestone in the history of the Corps and its civil works. This flood control act declared flood control to be a proper activity of the Federal Government to be carried out in cooperation with the States; that improvement of river and other waterways and the watersheds thereof, for flood control, was in the interest of the general welfare; that such improvements should be carried out if the benefits, to whomsoever they accrued, were in excess of the costs, and if the lives and social security of the people were otherwise adversely affected. It also placed jurisdiction for such works on rivers and waterways under the Secretary of the Army and the Chief of Engineers. However, jurisdiction for investigations of watersheds and measures for run-off and waterflow retardation and prevention of soil erosion on watersheds were assigned to the Secretary of Agriculture. This occurred another apparent overlapping of functions in water resource planning and development between two departments of Government. Until this act the eastern and central divisions of the Corps had existed with little or no inter-agency rivalry, although the western divisions for years had been engaged in

cooperation, collaboration and competition with the Bureau of Reclamation whose jurisdiction then was limited to the seventeen western States.

The Agriculture Department's responsibility under this flood control act was carried out by the Soil Conservation Service. This Service proved to be a most ambitious, efficient, effective and worthy collaborator in the field of flood control. Fortunately, the North Pacific Division Engineer, and his key staff members, had established and maintained a personal affinity with the regional Soils Conservation administrator and his key staff. This amicable relationship was maintained throughout, in sharp contrast to the situation which developed in some of the other divisions. In fact, this relationship in the North Pacific Division was so good, while throughout other parts of the country it had so deteriorated during the ensuing years, that the Chief of Engineers considered a National Conference with Corps and Conservation Service representatives, to be hosted by the North Pacific Division, to settle the differences of the two agencies at the field level. Preliminary plans were made for such a conference, but subsequent negotiations and agreements at the Washington level eliminated the need for it.

After the passage of the Flood Control Act of 1936, the work of the division grew steadily, coming into full flower in the Post World War II years. The act authorized thirty-four examinations and surveys in the area covered by the North Pacific Division (C/L R & H No. 46, O. C. E. June 27, 1936) and a large number of flood control projects. During this period the division began to assume a more active, authoritative and contributory role in the planning field.

Planning for water and related land resource development in the Pacific Northwest was beginning, as early as 1933, to receive a great deal of attention from experts outside the Corps of Engineers. The National Planning Board had been established in Washington, D. C. in 1933. Its protege, the Pacific Northwest Regional Planning Commission, was established in Portland in 1934, under the Chairmanship of Marshall N. Dana, a prominent civic leader and editor of the Oregon Journal. Its mission was to assist in the development of comprehensive plans for public works as contemplated by the National Industrial Recovery Act. This Commission, with its own staff and hired consultants, undertook a study of the Columbia Basin and submitted its report in 1936. Both Bonneville and Grand Coulee dams were under construction at the time. The Commission concluded that national policy should provide for distribution of the large blocks of power soon to become available so as to achieve maximum benefits - by making the power available to the greatest number of people

possible at the lowest rates a solvent program would permit - with rates uniform throughout the distribution area. The issue became bitterly controversial. Colonel Robins agreed with most of the other planning groups who saw an expanding market for the power (many other organizations throughout the area and the country did not), but he opposed, apparently, the Commission's concept of power distribution, favoring instead a proposal that the power be sold at the bus bar or at the nearest load center to whomever would buy it, at rates favorable to the local area, with the Government staying out of the power business. The City of Portland, its chamber of Commerce, the Governor of Oregon, and many other industries and businesses supported this latter proposal.

Consequently, proposed legislation to effect the sale of the power involved the same controversial issues. Some wanted the Corps to handle its sale - others wanted an entirely new agency, perhaps along the lines of the Tennessee Valley Authority. A compromise was finally reached in the Congress, and on August 20, 1937, Congress passed the Bonneville Project Act (Public Law 329, 75th Congress, 1st Session) establishing, as a temporary measure, the Bonneville Power Administration under the Department of Interior, to market power generated by the Bonneville project under a policy closely paralleling that proposed by the Planning Commission. (This "temporary" arrangement has existed for 30 years). This act also set up a Bonneville Advisory Board consisting of representatives of the Secretaries of War, Interior, Agriculture, and the Federal Power Commission. The Bonneville Power Administrator was to act in "consultation" with this Board in carrying out his responsibilities. General Robins was named a member of the Board as were all succeeding Division Engineers (except for the War period when the Portland District Engineer served) until the Board was abolished by Executive Order in 1965. Coordination of power generation and distribution matters under a treaty concluded with Canada and other administrative techniques developed for inter-agency cooperation and coordination made the Board obsolete.

On June 1, 1938, Colonel Robins was succeeded by Lieutenant Colonel John C. H. Lee who served until November 4, 1940. Accomplishments of this colorful officer, who moved on to become Commanding General of the Communications Zone, European Theater of Operations during World War II, have been chronicled by experts in publications of national circulation and will not be highlighted here.

Colonel Lee was replaced by Colonel Richard Park who served until December 1, 1942, when the division was again abolished. Its mission had become almost wholly military

construction - the Army Command objected to working with two Pacific Coast Divisions and so a new division, the Pacific, was established with headquarters in Salt Lake City, Utah, with boundaries coincidental with those of the Army Command.

The growing bellicosity of certain foreign countries and the increasing international tension arising therefrom in the late 1930's led to the authorization and initiation of a significant military construction program throughout the United States. While war was yet to be declared, and the Corps had not yet received formally the construction mission of the Quartermaster Corps, it did receive a large share of this military construction load, a part of which was assigned to the North Pacific Division. The division, through its districts, designed and constructed Air Corps "cantonments" at Portland and Pendleton, Oregon, and at Boise, Idaho. These cantonments consisted of barracks, mess halls, post exchange, dispensary, laundry, chapel, warehouse and related buildings, together with all utilities. The division also constructed, as a part of the military build-up but not necessarily designated as such, airports for the Civil Aeronautics Authority at Eugene, Baker, Pendleton, The Dalles, Klamath Falls, and Medford, Oregon and at Walla Walla in Washington. Records of the cost of this work are not segregated but it amounted to many millions of dollars. This was small, of course, compared to the program launched at the outset of the War which ran into hundreds of millions of dollars. This latter program will be summarized and included under the War Years, although it was handled solely by the Pacific Division, the North Pacific Division having been abolished.

On October 1, 1942, G. O. No. 38, dated O. C. E. October 2, 1942, established a Prince Rupert, B. C. District. The mission of this district was to build, principally, a Port of Embarkation for the Alaska campaign. Colonel Park took an active part in its preliminary organization - but on November 9, 1942, G. O. No. 44 transferred the district to the Northwest Division which was headquartered at Edmonton, Canada.

As recorded herein, the North Pacific Division was a casualty of World War II, dying on December 1, 1942. Its Division Engineer, Colonel Richard Park, was assigned as District Engineer, Seattle District.

It would be well here to mention the relationship of the civil to the military mission of the Corps. The Civil Works Study Board, in its report to the Secretary of the Army, in January, 1965, fully covers this subject in its chapter entitled "The Interrelationship Between Civil Works and Military Missions."

Early in his career as Division Engineer, Colonel John C. H. Lee devoted a meeting of the Society of American Military Engineers, of which he was President and vigorous supporter, to the theme of how civil works supported the military mission of the Corps. Each of the key civilians of the Portland and Bonneville Districts was called upon to relate to the audience, some two hundred fifty persons including General Martin, Governor of Oregon, how his assignment to the Corps' civil works program would better fit him for a military role come the evil day of a major war.

The District Engineer of the Portland District, and the Chief Engineer and the Executive Assistant of the Bonneville District appeared as speakers. Their words proved to be prophetic, although Colonel Lee's revision of their proposed remarks may have had something to do with it. Less than five years later, the District Engineer and the Executive Assistant were to be in the European Theater of war, engaged in, among other things, planning operation Overlord - the invasion of the continent. The District Engineer became the Theater Engineer as a Major General - the Executive Assistant had a minor role as his Administrative Officer, a Major. While the other Services struggled with organizational problems because of lack of experience, know-how and precedent, the Corps officers, almost all of whom had extensive civil works backgrounds, merely projected their Stateside experience into the active theater - and it worked exceptionally well. The office of the Chief Engineer, General C. R. Moore, of the Communication Zone headquarters, corresponded to the Office of the Chief of Engineers - the Engineer of each Base Section of the Zone acted as a Division Engineer, and Area Engineers serving under him functioned as District Engineers - with authority and responsibility delegated accordingly. Thus, it was demonstrated that the civil works mission of the Corps provided an experience of great value in a foreign theater of war, as well as an organization "in being" that could, and did, take over without major difficulty the stateside military engineering and construction program. It moved overseas with similar organization, techniques, self-assurance and confidence requisite to the performance of an equally good job under the most trying circumstances.

THE WAR YEARS SUMMARY

(PACIFIC DIVISION)

An order from the Office of the Chief of Engineers on November 21, 1942, abolished the North Pacific Division, the South Pacific Division, and the Mountain Division. It established the Pacific Division with headquarters at Salt Lake City, Utah. All the Districts under the Divisions abolished were placed under the new Division, the boundaries of which coincided with the Army Command (then the Ninth Service). Brigadier General Warren T. Hannum was made Division Engineer. He was succeeded October 10, 1943, by Colonel Edwin C. Kelton who served until April 19, 1945. Division headquarters were moved from Salt Lake City to San Francisco, California on February 28, 1944.

Brigadier General Phillip G. Bruton replaced Colonel Kelton as Division Engineer until the North Pacific Division was re-established in Portland, Oregon in March of 1946.

During the War Years, civil works were minimized and efforts concentrated upon defense and military construction. The Seattle and Portland Districts continued apace with the work under way at the time they were assigned the Pacific Division and took additional assignments in stride. The Portland District constructed large infantry training camps at Camp Adair, near Corvallis, Oregon; Camp White, near Medford, Oregon; and an Engineer Training Center near Bend, Oregon, called Camp Abbott. Cost of these three installations alone ran to almost one hundred million dollars. Other major facilities designed and constructed by the Portland District included large air bases at Portland, Oregon; Mountain Home and Boise, Idaho; Pendleton, Oregon; and Walla Walla, Washington. McCaw General Hospital was built at Walla Walla and Barnes General Hospital at Vancouver, Washington. Ordnance depots were constructed near Umatilla, Oregon, and an Ammunition Storage and Loading facility at Beaver, Oregon, on the Columbia River. Temporary retention facilities for some 3,000 Japanese were provided in Portland until more permanent facilities could be constructed near Mountain Home, Idaho.

District expenditures during the peak of the war years' construction averaged some \$20 million a month.

Similar work was performed by the Seattle District. This District designed and built Madigan General Hospital in Seattle - Tacoma area; Baxter General Hospital in Spokane; a General Depot at Auburn, Washington; large Tulalip, Mukilteo and Mt. Rainier Ordnance Depots at the places named; expanded facilities at Fort Lewis, Warden, Lawton and William Henry Harrison; built the

Bellingham Air Base, Moses Lake Air Base, Paine Field, Geiger Field, Gore Field, Great Falls Air Field; the Seattle Port of Embarkation, Spokane Air Depot, Spokane Ordnance Service Command Shop, the Yakima Firing Range, and over sixty other installations and facilities ranging from the Rimini War Dog Reception and Training Center in Montana to the District's own Engineer Warehouse in Seattle, Washington. Rate of expenditures in the Seattle District approximated those in the Portland District.

District histories will record in more detail these rigorous wartime programs and the special district problems generated thereby. Normal organizational and functional patterns generally obtained in the Pacific Division. Exceptions included centralization of Real Estate functions in the Division Office, and establishment of special staff elements to handle Price Adjustment (contract renegotiation), and Repairs and Utilities.

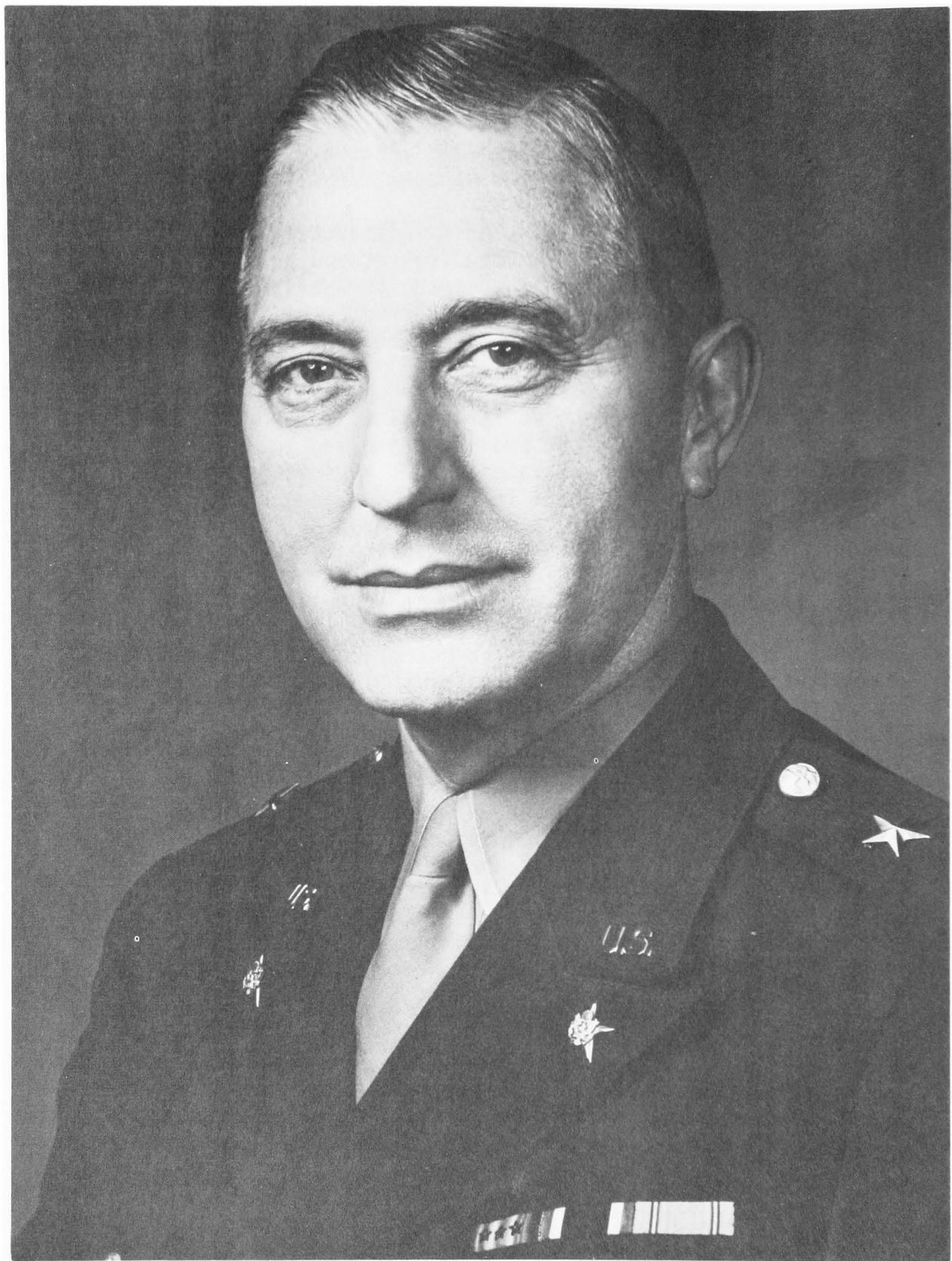
THE TURBULENT YEARS - MARCH 1946 TO DECEMBER 1965

An order, issued by the Chief of Engineers on March 5, 1946, re-established the North Pacific Division with headquarters in Portland, Oregon, effective March 23 of the same year. It was comprised of the Portland and Seattle Districts. Its jurisdiction included the civil works in those two districts and military works in Washington, Oregon, Idaho and Montana.

The explosive post-war growth of civil works in the region - the aggressive activities of competing Federal agencies in the water resource field - the growing need for daily contact and coordination of effort with those other Federal, State, local and private agencies engaged in similar or related work - made a Division with headquarters in the area imperative. A Division Engineer with an area as large as that encompassed by the Pacific Division, with headquarters so far physically removed from the center of regional interest, and the state and inter-agency problems demanding personal attention of a Division Engineer, left no alternative. Colonel Theron D. Weaver was named Division Engineer, North Pacific Division - he served until July 1, 1949. His tenure in this assignment witnessed the beginning of as turbulent a period in the history of the Corps in the Pacific Northwest as ever has been or is likely to be again recorded.

Born in Detroit, Michigan, on December 2, 1892, Colonel Weaver graduated from the University of Michigan with a degree in Electrical Engineering in 1916 - entered the Army reserve as a Second Lieutenant in 1917 - went on active duty in May of that year, and was commissioned in the regular Army in July of 1918. He served with the American Expeditionary Force in World War I. Civil works assignments were the New York and New Orleans Districts, and the Bonneville, Oregon, District. He held many responsible assignments during World War II, including Chief of the Power and Fuel Division and later the Construction Division in the Office of Under Secretary of War, Chief of the Resources Division of the Services of Supply, and special missions in North Africa, Italy, England and France. He retired as a Brigadier General in October, 1962.

Key staff members were recruited rapidly - less than a year later division employment totaled 197 persons - 129 of whom were assigned to the Real Estate Branch. In those days, as had been the practice during World War II, all real estate operations, both civil and military, were centralized in the division office. Two large field or sub-offices for Real Estate were in existence - one at Seattle, Washington, the other at Portland, Oregon. Acquisition of real estate for civil works, and care, custody, management and disposal of hundreds of surplus military installations, including the Canol pipelines, constituted the major



COLONEL THERON D. WEAVER

real estate workload. It was not until late in 1947 that real estate operating functions were decentralized to the districts.

Colonel G. J. Zimmerman was Deputy Division Engineer and Colonel William Whipple was Executive Officer; William O. Silverthorn, Technical Liaison Office; Major Horace Person, Control Branch; Merrill D. Ely, Director of Safety; Arthur W. Jackson, Fiscal Officer; Andrew J. Brugger, Counsel; Robert G. Hooson, Office Service Branch; Frank L. Cole, Personnel Officer; Van Natta Baldwin, Supply Officer; Don E. Meldrum, Real Estate Officer; and Benjamin R. Wood, Chief of the Engineering Division. Roy W. Scheufele was Administrative Assistant. Ben L. Peterson headed the Planning Branch; Robert F. Olds, the River and Harbor Branch, and George H. Kelleway, the Military Construction Branch, all of which were under Engineering. Military construction in the division, for reasons of economy, was assigned to the Seattle District. A Materials Testing Laboratory was added in 1948. The need for complete chemistry, concrete, soils and petrography laboratories called for centralization of facilities at the division level to minimize manpower and equipment. In 1949 a Hydro-Electric Design Branch also was organized to perform the powerhouse and electric facility design for all power projects under the Corps jurisdiction in the area. When local work permitted, this highly expert group also designed hydroelectric plants for other divisions.

Changes in the international scene in 1946, manifested by increased tensions and acceleration of the Cold War, dictated a major military build-up in Alaska, with its attendant construction. A complete defense system across the entire Northern hemisphere was planned - Alaska was given high priority - the building program there contemplated expenditures of almost a billion dollars.

To meet this urgent need, upon recommendation of the Division Engineer, the Alaska District was established by G. O. No. 6, O. C. E., April 9, 1946, with headquarters at Anchorage, Alaska. This district was to handle military works only - it was not assigned responsibility for civil works, which remained under the Seattle District, until July 1, 1949. Work over the next decade consisted largely of construction of large permanent military bases, A. C. W., DEW-line and BMEWS, petroleum pipelines, housing, communications and related construction. NIKE installations were completed at various sites throughout the Territory. Expenditures for all this work exceeded eight hundred million dollars.

The Alaska District played a primary role in the rehabilitation program which followed the terrible and catastrophic earthquake in Alaska in 1964.

The unusual problems involved in Alaskan construction required more than the normal division assistance, particularly in the field of recruiting. Annual personnel turnover was sometimes as great as fifty percent.

A fourth district, at Walla Walla, Washington, was established in 1948 to handle the McNary dam project and work on the middle Columbia and Snake Rivers. Colonel William Whipple, who had been Division Executive Officer, was named District Engineer.

The North Pacific Division had many challenging problems following the war - some common to the Corps - others unique to the division. A public and a Congress were growing increasingly critical of the multi-agency approach to resource planning and development - restive States were seeking ways and means effectively to assert their rights and interests - an aggressively competitive posture was assumed on the part of various Federal agencies - an imperative need for improved techniques of coordination made itself manifest - accommodation of and participation in the Northwest Power Pool, 5/ the Bonneville Advisory Board, the Columbia Basin Inter-Agency Committee, the Pacific Northwest Governors' Power Policy Committee and similar groups were required - the Hoover Commission, the Columbia Valley Authority, the various power partnerships, and the Federal Power Corporation proposals all demanded, and received, attention - the Jones Committee civil works study - the Columbia Interstate Compact Commission - the great Dams vs. Fish struggle - the catastrophic 1948 Columbia River flood and the Vanport disaster - the Alaska earthquake, the 1964 Christmas floods on the Willamette, the investigation by the House Committee on Appropriations - the Indians and the Celilo fishery - the Secretary of the Army's Civil Works Study Board, and in more recent years the Columbia River treaty with Canada were all problems of the first order. These and one of the greatest civil works planning and construction programs of the entire Corps, together with a staggering military program, mostly Alaskan, were taken in stride.

5/ A voluntary organization of public and private utilities established in 1942 to permit maximum freedom of power interchange as if projects were all under one ownership (see Northwest Power Pool Program Report by Cowgill and Pelton, A.S.C.E. Convention, Seattle, Washington, July 22, 1948).

Civil expenditures in the two districts (Seattle and Portland) approximated \$7.5 million in 1946 and \$8.5 million in 1947. Thereafter, the work made a meteoric but sustained rise - both civil and military. In 1949 civil works placed amounted to \$49 million, military \$32 million; in 1951, \$115 million and \$92 million; in 1953, \$139 million and \$148 million. The military work peaked in 1960 at \$202 million and the civil works in 1965 at \$222 million.

In the late 1930's the Departments of Agriculture, Interior and War had entered into a tripartite agreement to foster coordination of their inter-related water and land resource activities. Later the Federal Power Commission joined and the four agencies established the Federal Inter-Agency River Basin Committee known as "Firebrick".

This Committee, by resolution of February 5, 1946, established the Columbia Basin Inter-Agency Committee (CBIAC) for the purpose of effecting further coordination between Federal, State and other public interests in the planning, construction, and administration of water and related land resource development programs in the Pacific Northwest. Membership consisted of representatives of the Federal agencies referred to and the Bonneville Power Administrator. Later the Labor and Commerce Departments became members. Governors of the seven northwest states affected were asked to and did participate, personally or through representatives.

The new Committee held its first meeting, to organize, in the Office of the North Pacific Division on March 26, 1946. Colonel Theron D. Weaver was named Chairman and Roy W. Scheufele, his Administrative Assistant, was named Executive Secretary. This Committee soon found itself, perforce, embroiled in almost every resource controversy in the region. It survived twenty years of intensive activity (and attack) until replaced in 1966 by the Pacific Northwest River Basins Commission, the first such Commission to be established under the Water Resources Planning Act of July, 1965. Its survival and performance many times during its long existence, was almost solely because of the active support and participation by the Division Engineer and his staff.

One of its early, major, and bitterly controversial assignments, made to it by Firebrick on April 2, 1947, was the review and recommendations on the proposal of the Department of the Interior that construction of main stem dams (except McNary) on the Columbia River below the Okanogan, and on the Snake River below the Salmon River, be postponed until 1958 to permit the Fish and Wildlife Service to complete a proposed ten-year program for downstream salmon development. To say

that CBIAC was unhappy with such an assignment was an understatement. Of course, the approval of such a proposal would have had a devastating effect on the program of the Corps.

The Committee, with Colonel Weaver presiding, held two day-long hearings taking testimony from some one hundred witnesses, about evenly divided between proponents and opponents, including a number of Indians. It also received dozens of voluminous exhibits. This mass of testimony and supporting material was turned over to a "Fact Finding" subcommittee for review, analysis and a finding of fact to guide the Committee in formulating its recommendations to Firebrick. This subcommittee was headed by Roy W. Scheufele of the Corps, and included J. C. Beebe of the Federal Power Commission, Don A. Williams of the Department of Agriculture, and R. F. Bessey of the Interior Department.

The subcommittee reviewed the testimony and exhibits in depth, spent hours attempting to verify the factual data presented, and additional hours in discussion, often prolonged and frequently heated, with experts representing all of the disciplines involved in resource conservation and development. In its September 1947 report to the Committee, the subcommittee concluded that the record did not justify the proposed moratorium. The Committee, in Executive Session, reached unanimous agreement with this finding and so informed Firebrick. There was no further delay in the authorized program of the Corps.

The Division Engineer was a member of the CBIAC throughout its existence - and frequently its Chairman. Key members of his staff served actively on its many technical subcommittees. This voluntary Committee was a major contributor to the stability of the water resource program of the region, and fully justified the sometimes sedulous efforts devoted to its performance by the Division.

An early and major task of the newly re-established Division was to complete the review of the previous reports on the Columbia River and its tributaries which has been submitted from time to time pursuant to H. D. 308, 69th Congress, 1st Session. This review had been authorized and undertaken in 1943, but had been delayed because of the War effort. It proved to be a monumental task - perhaps the most comprehensive, meticulous and extensive effort in major river basin planning ever undertaken to that time. It was completed in 1948 at a cost of over \$5,000,000 and some 500 man years of effort. The report was published in full - an unusual tribute by the Congress, as H. D. 531, 81st Congress, 2d Session, and consists of eight volumes. The main text was written in the Division Office by a group representing Portland, Seattle and Walla Walla Districts and the Division Staff.

This report generated some of the more vexing problems confronting the Division at the time. The Bureau of Reclamation by frantic effort had brought its own report on the Columbia River up-to-date only four months earlier (see H. D. 473, 81st Congress, 2d Session) and the findings of the two reports, by Executive direction, were to be reconciled - no easy task. Except for a timely Act of God, namely the 1948 flood on the Columbia, the Corps' study and report might have been deficient in flood control considerations which were revised in the light of that disaster. It was not to be the last time Divine intervention in the form of a major flood redounded to the benefit of the Corps.

The report was a review and extension to the major tributaries of an earlier 308 report on the Columbia submitted in 1932 and published as H. D. 103, 73rd Congress, 1st Session, discussed heretofore in this narrative. The Snake River report published in H. D. 190, 73rd Congress, 2d Session, also was included. The Division report was dated October 1, 1948. The Bureau of Reclamation's "Blue Book" report was dated in June, 1948, although its earlier 1946 report (H. D. 473, 81st Congress, 2d Session) was also considered in the reconciliation. The Division report recommended a "Main Control Plan", a series of major projects designed for multiple-purpose use to meet the needs of the region.

On June 2, 1948, President Truman wrote a letter to Secretary of the Army Kenneth C. Royal and directed him to review the long range plans of the Corps in the light of the then recent Columbia River Flood and to correlate said plans with the Bureau of Reclamation.

The President again addressed a letter to the Secretary on September 16, 1948, directing that the Corps' plans not only be correlated with those of the Bureau, but also fully co-ordinated with other affected agencies of the Interior, and also the Department of Agriculture and the Federal Power Commission, possibly through the efforts of the Columbia Basin Inter-Agency Committee.

In the meantime, locally, the Corps and the Bureau already had been hard at work reconciling and harmonizing the content and recommendations of the two reports. Reconciliation of the technical aspects of the reports was accomplished under the supervision of E. N. Torbert of the Bureau and Gordon H. Fernald of the Division. Their report was submitted to Regional Director of the Bureau, Robert J. Newell, and the Division Engineer, Colonel Theron D. Weaver, under date of December 7, 1948. This memorandum was transmitted to the

Columbia Basin Inter-Agency Committee January 11, 1949, that Committee already having established its own "machinery" for coordinating the programs.

The Director and the Division Engineer continued their efforts to harmonize the policy matters in the reports. On February 17, 1949 they transmitted their field agreement covering policy matters to the CBIAC. That Committee in turn sent the whole package to Firebrick in Washington for its advance information, promising to furnish the field committee's views as soon as its own studies were completed.

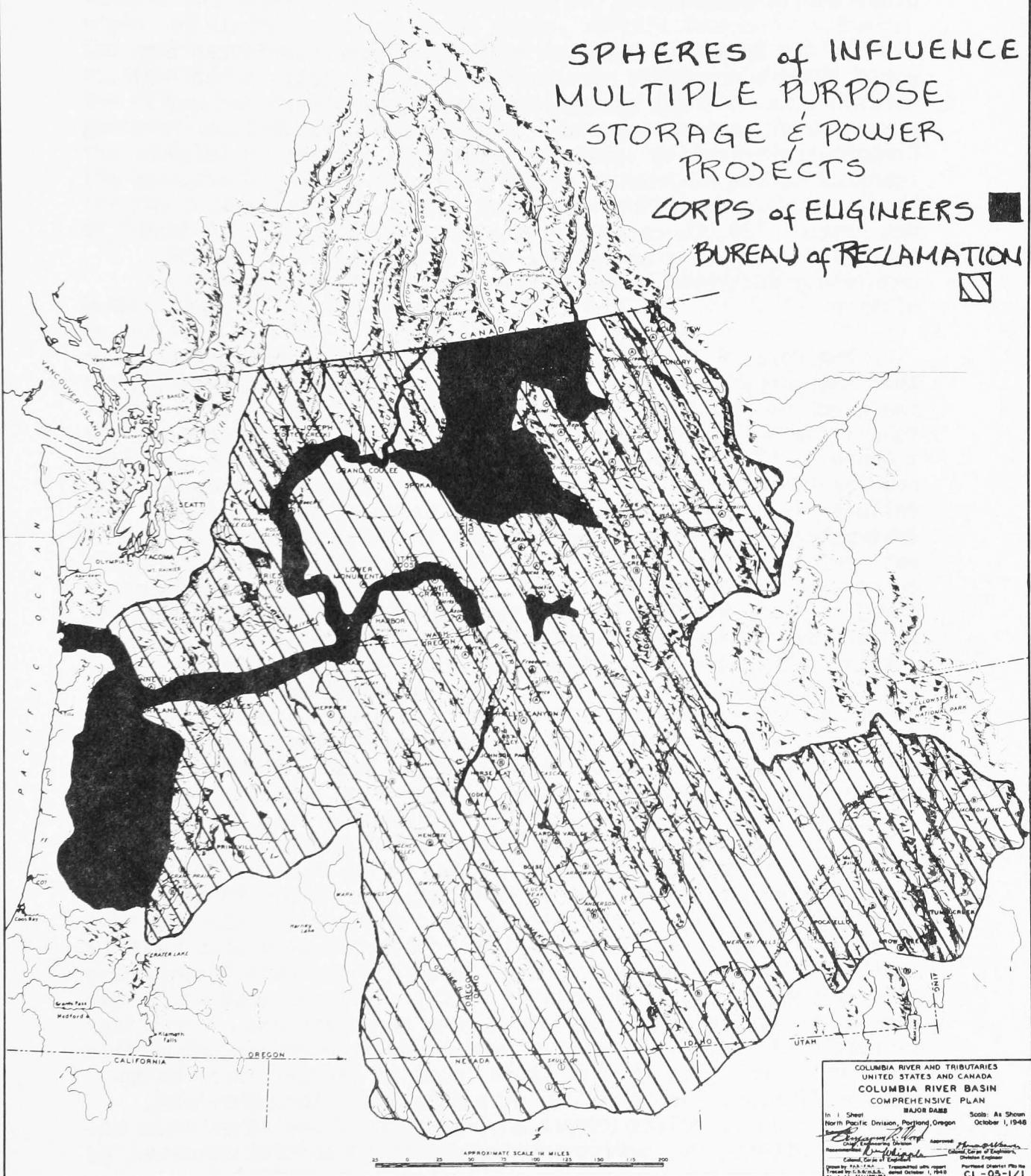
Neither the Office, Chief of Engineers, nor the Department of the Interior were satisfied with the Newell-Weaver agreement which had been amicably reached. These two gentlemen were always on the best of terms and neither inter-agency rivalries nor Washington directives disrupted the personal rapport which existed between the two.

Negotiations commenced at the Washington level - somewhat of a "shotgun" negotiation - culminating in the "Krug-Royal" agreement of April 11, 1949, signed by Michael W. Straus, Commissioner of Reclamation; Lewis A. Pick, Chief of Engineers; J. A. Krug, Secretary of Interior; and Kenneth Royal, Secretary of the Army. This agreement went far beyond the field agreement and, *inter alia*, established the territorial or geographical limits of each agency for further work. The territorial division is illustrated on the following chart which delineates the jurisdiction of each agency for future work. The Hells Canyon Project in the Middle Snake, one of the principal projects in the Corps' main control plan, went to the Bureau - became bogged down in irrigation subsidy politics and was never authorized. Following the public vs. private power fight of the century, most of this stretch of the river was developed by the Idaho Power Company under Federal Power Commission license. 6/ The company plan naturally was centered on

6/ See "The Public Issues of Middle Snake River Development," November 20, 1964, by Roy F. Bessey - Bulletin No. 9, Division of Power Resource, State of Washington. See also description of "Basin Account" proposals, as described on page 79, *et seq* of Vol. I "A Water Policy for the American People" (Cooke's Committee Report) of December 11, 1950. See also talk by Harold T. Nelson, Regional Director, Bureau of Reclamation, before the CBIAC at Boise, Idaho, February 11, 1959, which contains an excellent resume of the various and always controversial "Basin Account" (irrigation subsidy) proposals.

SPHERES of INFLUENCE
 MULTIPLE PURPOSE
 STORAGE & POWER
 PROJECTS

CORPS of ENGINEERS ■
 BUREAU of RECLAMATION ■



power revenues, omitting most of the potential storage regulation that would have yielded great flood control and other public benefits.

In the Spring of 1948 the Columbia River experienced its worst flood since 1894. An above normal snow pack in the high watershed, a cold wet spring, followed by an abrupt and wet warm-up resulted in flows in the Columbia at The Dalles, Oregon, approximating 1,000,000 cubic feet per second (cfs) compared to the maximum of record, 1894, of 1,200,000 cfs. Results were devastating - 38 lives lost - 38,000 homes destroyed - 120,000 persons evacuated - 582,000 acres of land inundated - the City of Vanport with a population of 18,000, completely destroyed - damages incurred in excess of \$100 million.

The Corps - the Division and Districts - responded to this emergency in keeping with tradition, operating around the clock on rescue work, flood fighting and then rehabilitation. Not one member of the staff failed to contribute to the full extent of his ability. While rescue work and the flood fight were "routine" in the sense that they followed tradition and precedent, the unexpected and sudden destruction of Vanport generated some problems fortunately not routine to such experiences. The City of Vanport, built during the war by the Government, housed some 18,000 persons almost all of whom lived in multiple dwellings. The City was managed by the Portland Housing Authority and lay entirely within the flood plain of the Columbia, protected by levees built largely by the Corps. As the flood crest approached, there was grave concern for its safety, and daily conferences were held by the Division with the Housing Authority concerning the advisability of evacuating the town. The day before failure of the levee (the section which actually failed was a railroad fill which had been incorporated into the levee system "on faith") the Housing Authority had issued a circular to all residents assuring them that the Corps of Engineers had said the town was safe. The failure followed within 24 hours, at about five o'clock in the afternoon. Fortunately it occurred in daylight and on a holiday (Memorial Day) when most of the residents were away, or the loss of life would have been awesome. Initial reports of loss of life were, of course, grossly exaggerated, and rumors were rife and fantastic (16 bodies ultimately were found - seven persons were missing). Rumor had it that truck loads of cadavers were being removed at night and buried in secret graves. None-the-less, since the public relied almost wholly on the Corps' expertise in such matters, the catastrophe generated an initial adverse reaction toward the Corps. In one instance, parking lot

attendants surrounded a Corps employee on his way to the office following the disaster and threatened him with bodily harm. The Division Engineer immediately contacted responsible civil leaders and other opinion makers, and he, and they, went on the radio and to the press with the facts. Within twenty-four hours the negative sentiments had changed to positive support. Multi-million dollar law suits on behalf of some of the residents of the City of Vanport against the Government followed, but were successfully defended. The Federal Court found no negligence on the part of the Corps. Levee failures were the rule throughout the area, but in every case, the flood experienced exceeded by far the design criteria of the levees - criteria dictated by limit of funds and economics.

Various bills were being introduced to authorize "Valley Authorities" after the pattern of the Tennessee Valley Authority as far back as 1937. Omnibus bills were introduced to authorize an authority in each major region in the Nation - the Columbia, the Missouri, a Southwestern, a Great Lakes-Ohio Valley, and others. Single and more specific proposals were later made for the Columbia, Missouri, St. Lawrence, Colorado and Arkansas valleys. These bills ultimately died in various Committees of the House and Senate.

On January 19, 1949, President Truman wrote the Secretary of the Army "I have recommended to the eighty-first Congress the establishment of a Columbia Valley Authority." He designated Mr. Charles Murphy to act for him in developing a legislative proposal for the Executive Branch. The Secretary acknowledged the letter and assured the President that "the Department of the Army stands ready to assist Mr. Murphy at his convenience."

Thus was the Pacific Northwest region plunged into one of its bitterest political controversies - and the North Pacific Division was right in the middle of it.

The Interior Department under Secretary Krug, lead by Assistant Secretary C. Girard Davidson, directed the assembly of data and information in support of the proposal. At the outset, a bright young attorney from Walla Walla, Washington, Mr. Charles F. Luce, was recruited by the Administration to spearhead preparation of testimony for the hearings. (Mr. Luce later represented the Umatilla Indians in The Dalles Dam fishery settlement - later became the Bonneville Power Administrator and still later President of Consolidated Edison of New York).

This group issued a series of "interrogatories" to the Army and other affected Federal agencies. These questionnaires, designed to demonstrate the weaknesses in the existing arrangements, required endless research, voluminous responses in minute detail covering every aspect of the Corps' activities - fiscal, legal, administrative management, planning, engineering, construction and

operations. They produced little of help in furthering the cause of the Columbia Valley Authority. The responses in turn elicited a series of supplementary interrogatories, and infinitum. A typical single question read:

"Is it possible to form an integrated navigation and flood control program without coordinating dam construction with watershed protection, i.e., soil erosion control and forest vegetation cover? Has this been done, and if so, in what document? By how many feet would the crest of the 1948 flood have been reduced by a completed program of watershed protection? State source of estimate. What was the procedure, step by step, in preparing the 308 report within the Corps of Engineers? At what stages and in what ways was the advice of local interest groups or states received? What changes, if any, were made in the report in response to such advice? Did CBIAC ever consider the subject matter of the report prior to its completion? If so, at what meetings and precisely what studies of the report were made by CBIAC?"

Response to one of these questionnaires alone required several hundred man-hours of effort on the part of many Division key staff members and included more than sixty typewritten pages. A number of these interrogatories were received, some containing a dozen or so typical questions. Division costs of preparing this material were not recorded, but ran into the tens of thousands of dollars.

At the same time, the legion of opponents to the proposal came to the Corps demanding factual and technical data to be used in their campaign against it. The Division Engineer and his staff made it available - the struggle to maintain objectivity and neutrality throughout on the part of some of the staff was not easy.

The Executive proposal was finally included in Senate Bill 1645, 81st Congress, 1st Session, April 19, 1949, introduced by Senator Warren Magnuson of the State of Washington, for himself and sixteen other Senators. The bill was referred to the Senate Public Works Committee.

The proposed legislation would have established a Columbia Valley Administration, a regional Federal corporation, to develop the natural resources of the region. The term "Administration" instead of "Authority" was used because, as one proponent aptly put it, the latter word had "undesirable connotations".

The Committee held hearings on the bill starting in June, 1949, and received testimony from all interested sources. The bill died in Committee.

A review of the proponents and opponents of this proposal, together with the arguments advanced is a study in itself, too lengthy to record here.

On March 17, 1949, the Hoover Commission filed its report (H. D. 122, 81st Congress, 1st Session) on reorganization of the Executive Branch of the Government. It recommended that the Department of the Interior take over the flood control and river and harbor development responsibilities of the Corps, along with the water resource activities of several other Federal agencies. (There were over twenty Federal agencies then engaged in one aspect or another of water and related land resource conservation, development, and management). Thus was mounted another frontal assault on the civil works mission of the Corps. This time the threat was not regional as it had been under the Valley Authority proposal, but national, and well organized. Committees in support of the Hoover Commission proposals were organized throughout the country and financially well-supported. Speakers' bureaus were established and a publicity staff ground out "canned" speeches by the dozens - one of the better known delivered under the title "Billions Down a Rat Hole" attacked the Corps and the so-called "Pork-barrel" programs of the Corps. This speech was delivered throughout the country before civic clubs and groups usually by excellent speakers who frequently and fortunately knew little or nothing of the subject personally. Hence, attempts to "localize" the speech caused frequent misstatements that were obvious to knowledgeable members of the audiences, thus largely negating the effects of the speech itself. History has recorded the failure of this particular proposal, though it is silent as to the role, if any, played by the North Pacific Division in its defeat. H. R. 6243, introduced in 1952, to accomplish the same ends, died in Committee.

On July 10, 1953, the Hoover Commission filed its second report (H. D. 208, 84th Congress, 1st Session). It included a number of recommendations, but did not attempt to disturb the civil works mission of the Corps. It recommended creation of a Water Resources Board; the transfer of the upstream flood control program of the Soils Conservation Service to the Corps; the imposition of user charges on inland waters; and that private enterprise be permitted to install the generators in multiple-purpose Federal projects. Nothing came of these recommendations

Colonel Weaver was succeeded in July of 1949 by Colonel O. E. Walsh who served until April, 1952. Other Division Engineers were:

Colonel E. C. Itschner, April 1952 to November 1953 -
later Lieutenant General, Chief of Engineers.

Brig. Gen. D. G. Shingler, November 1953 to April 1954.

Colonel L. H. Foote, May 1954 to November 1957.

Colonel Allen F. Clark, Jr., December 1957 to January 1961.

Major Gen. Alfred D. Starbird, February 1961 to November 1961.

Major Gen. W. W. Lapsley, December 1961 to December 1964.

Brig. Gen. P. C. Hyzer, February 1965 to end of this reporting period.

Bouquets and brick-bats, all aimed at the Corps, filled the air during those interesting days. Arthur Maass came out in June 1951, with his book "Muddy Waters", which was critical of the Corps. The Foreword was written by the Honorable Harold Ickes, Secretary of the Interior. This book was a cue for a series of public attacks including such assertions as "The Corps controls the Congress", "The Chief of Engineers has defied the President of the United States and built dams wherever he wished". The comments slanted the thinking of a substantial group of people at the time.

On March 29, 1950, the House Committee on Appropriations directed its Investigation Staff to investigate Corps procedures and practices in the economic evaluation of projects and in determining costs. In the course of the investigation the staff visited the North Pacific Division and spent some time in a detailed review of division and district records, and in interviews with key staff members. It made its report on January 23, 1951. The report was quite critical of the Corps, particularly its estimating procedures - and cited the McNary project as a horrible example of poor estimating and failure to communicate facts to the Congress. The report was confidential and never published.

In the summer of 1951, the Public Works Committee of the House established a Subcommittee to study the civil works activities of the Corps. The Honorable Robert E. Jones, Jr., of Alabama was made Chairman of the Subcommittee. More than a dozen other Congressmen were also members of the Subcommittee. They visited the North Pacific Division in late October of that year, spending almost a week visiting projects and attending briefing sessions throughout the region. They were accompanied by the Division Engineer and two or three of his staff, as well as the District Engineer of the District visited. This Subcommittee filed its report on December 5, 1952, (House Committee Prints No. 21, 22, 23 and 24, 82nd Congress, 2nd Session). The report emphasized the need for better coordination among Federal resource agencies and also among the Congressional Committees involved. The report recommended that the Congress establish policy with respect to the Federal role in water resource development; spell out the place of the states and local interests in such development; and establish uniform project evaluation standards as well as uniform cost allocation standards. The Subcommittee was critical of the Corps' large backlog of surveys. (The North Pacific Division was a contributor to the backlog).

Locally, during this period of feverish and often vicarious activity, the Division on its own initiative,



COMPETENT COUNSEL (Oregonian 9 Nov 48)

Aces Wild . . .



OREGON DEMOCRAT, October 10, 1957

inaugurated two unrelated programs of lasting benefit. The first was an Engineering Fishery Research Program commenced in 1951 and continuing for several years. It was designed to find more effective, efficient, and economical means of passing anadromous fish through the Corps projects. The program was undertaken with the full cooperation and in collaboration with the Federal and State fishery agencies involved. A full-time aquatic biologist of regional stature, fully indorsed by the fishery agencies, was employed to supervise the program. This effort repaid its costs (\$4.5 million) in savings made possible by provision of less costly, but more effective fish passing facilities at some of the projects - facilities acceptable to the fishery agencies only because of facts found as a result of the research program.

In September of the same year (1951) the Division Engineer established the North Pacific Division Safety Council. Its announced purpose was to function as an independent staff advisory board to the Division Engineer, serving in the interest and for the purpose of fostering Division-wide improvements in accident and fire prevention. The Division Executive Officer was its initial Chairman, the Division Safety Officer its Secretary. Its membership was limited to Branch or Division Chiefs or Assistant Chiefs and included two from Construction, two from Operations, two from Engineering, one from Personnel, and one from Legal - these were to be all District employees. Proposals made by the Council and adopted by the Division Engineer were numerous, but the Council's greatest contribution to the Safety program was the direct involvement of the key personnel on the District staff in basic policy and procedural formulation in accident and fire prevention. Most members became ardent and successful salesmen of the program.

During World War II, the Army discovered the Corps of Engineers and its civil works program, and after the war, the Corps of Engineers and its civil works program, perforce, "joined" the Army. This was manifested in many ways - the incursion of the Army Audit Agency into, and its meticulous cultivation of, the well-tilled fields of the General Accounting Office and the Corps' Internal Auditors; the unsolicited advent of the Office of the Secretary of the Army into the field of Corps personnel administration; and then, but not last, the establishment in the North Pacific Division of the Office of the Provost Marshal, effective October 1, 1952 under the terms of G. O. No. 13, dated O. C. E. September 26 of the same year. Responsibilities and functions of the Division Provost Marshal, were finally spelled out in G. O. No. 16, dated O. C. E. August 17, 1955, and need not be repeated here.

The Provost Marshal, usually a Major or Lieutenant Colonel, had an Investigator, normally a Sergeant, whose duties went beyond Division functions, and a Clerk together with a Stenographer-Typist. On several occasions, when manpower and personnel ceiling shortages were, in the vernacular of the Army, "acute", and in response to great pressures from higher

authority to reduce overhead, the Division Engineer proposed to the Chief of Engineers the abolishment of this office and a return to the security procedures which had served the Corps well over one hundred years and through two major wars. The Provost Marshal is still an integral and integrated staff branch of the Division organization, and doing a fine job in carrying out his assigned responsibilities.

Returning again to external considerations, early in 1950 informal discussions concerning an interstate compact relating to the waters of the Columbia River and its tributaries, were commenced by representatives of Oregon, Washington, Montana, Idaho and Wyoming. A series of subsequent meetings resulted in the interested states seeking and receiving the passage of an act of Congress on July 16, 1952, granting Federal consent to enter into a compact for the disposition, allocation, diversion and apportionment of the waters of the Columbia River and its tributaries. The States of Utah and Nevada were later added by amendment to the enabling legislation. Formal organization of the Commission was completed in October 1952. State representatives on the Commission changed as State administrations changed.

Intensive negotiations were carried on for a number of years and numerous compact drafts were prepared by the Commission in an effort to reach an agreement which would meet approval of the State legislatures involved. The Commission agreed on a draft in 1954 - another in 1956 and still another in 1960. All these drafts provided for a Compact Commission which would be advisory only, with no operational authority. None-the-less, the State legislatures were never able to agree, and the proposed compacts went unratified. The Corps, and the Army, supported the efforts of the States in their search for an effective compact. In 1963 the Commission agreed to discontinue its efforts. The matter is now dormant.

The Division worked closely with the Commission throughout, furnishing technical advice and assistance as requested, and serving on appropriate work groups involved with Corps interests. A division staff member attended the Commission meetings as an observer and assisted in the preparation of the draft of many of the articles.

Early in 1952 a growing reluctance became manifest on the part of the Congress to appropriate the huge sums of money needed to maintain construction of the hydro-power projects in the Northwest requisite to meet anticipated power loads. Funds in the neighborhood of one and a half billion dollars were contemplated by 1957, and a total of some five billion by 1967.

These estimates, the failure of the Valley Authority proposal, and the forecasts of power requirements, funds needed, and

funds anticipated, caused those with an interest in the development of the region to cast about for new and practicable means of financing the program.

With the advent of the Eisenhower Administration, the Interior Department enunciated its new Power Policy - this policy, although never too clearly defined nor developed, contemplated, among other things, that the Government fund the non-reimbursable costs (such as flood control, navigation, etc.) of multiple-purpose projects, while private or publicly-owned utilities or combinations thereof would provide the funds for, and receive the benefits from, the power features of the projects. This "partnership" of Federal and non-Federal utilities was never well received, politically. The first legislation introduced, whereby the huge John Day project was to become a partnership project with private utilities taking over the power facilities, was defeated in Committee. For practical purposes, the partnership policy died with it. The City of Eugene, Oregon had worked out with the Corps a very favorable partnership arrangement on one of the Willamette Valley projects but when the Senior Senator from Oregon made known his opposition, it was dropped.

Considerable study was devoted by many public and private agencies to the revenue-bond method of financing power features of multiple-purpose projects. The Division itself made a study (See letter to O. C. E. dated August 18, 1953, NPDVE, Subject: New Methods of Financing Multiple-Purpose Projects). The Division Engineer concluded that revenue-bond financing was economically feasible if the bonds were made tax free and were guaranteed by the Federal Government. He preferred the appropriative process of financing, but suggested that private capital might finance the power features of the projects if authorizing legislation were enacted. Nothing came of this or similar proposals as will be described later.

In December of 1953 the Governors of Oregon, Washington, Idaho and Montana, all of whom had been personally active on the Columbia Basin Inter-Agency Committee, attempted to give the power program a boost by organizing a "Pacific Northwest Governors' Power Policy Committee". Its membership consisted of the Governors of the states named and representatives of British Columbia, the four Federal agencies principally involved, the Columbia Interstate Compact Commission, Northwest Public Power Association, Washington State Power Commission and operating electric utility companies and agencies, private, public, and Canadian (eleven in number). The Committee's specific objectives, in brief, were to coordinate the construction program; advance construction; recommend changes in the law relating

to preference customers of Federal power; recommend laws extending the benefits of Federal subsidies for flood control, navigation, irrigation, etc., to non-Federal agencies, and to support changes in the laws relating to headwater benefits.

The Committee established an Engineering Committee, staffed by engineers of exceptional competence, including Corps' representatives, which was extremely active. This group submitted a series of at least seven technical reports covering the power field from load forecasts to the evaluation of opposition to specific projects. In 1955 the Columbia Basin Inter-Agency Committee suggested the Engineer Committee be merged with CBIAC's power group, since the work of the two groups was merging on common ground and to a considerable extent fractionating efforts to a common end. This suggestion was received with less than enthusiasm by the Governors' group. Having accomplished what little it could, the Committee disappeared from the scene in 1958 by mutual consent of its members. Its reports were a valuable contribution to the reservoir of authoritative power facts available in the region, and to public understanding of the problems involved. They were widely disseminated, read and quoted.

In the meantime, a substantial number of the people of the Northwest realized that better ways should be found to finance the huge projects required if power loads were to be met. The revenue-bond approach had gradually evolved. From the many and varied proposals advanced from time to time on how such financing might be administratively handled, came the Regional Power Corporation concept. This proposal was initially publicly espoused by The Oregonian, the largest daily newspaper in Oregon. The proposal contemplated creation of a Federal Corporation empowered to sell revenue-bonds for the purpose of financing the power features of a project - the non-power features to be financed by the Federal Government. Power revenues would be used to retire the bonds. The idea was studied, developed and strongly supported by public power groups though less warmly viewed by the private utilities. The effort culminated in the introduction of S. 3114, 85th Congress, 2nd Session, January 23, 1958, by Senator Richard Neuberger of Oregon, for himself and seven other Senators. Hearings were held on this bill late in 1958. Like the Valley Authority proposal, it died in committee.

Here again was a region-wide proposal, the monitoring and staff work of which, as far as the Corps was concerned, fell upon the North Pacific Division. The staff spent many

hours with representatives of both public and private utilities, investigating the economic and practical feasibility of partnership proposals with respect to its many multiple-purpose projects - and many more hours working with advocates of the Federal Corporation in reviewing legislative proposals, in estimating non-reimbursable costs and in computing the effect of revenue-bond financing on cost-benefit ratios and power consumer costs.

In the interim, with a friendly Federal Administration, non-Federal development of hydro-electric projects, under Federal Power Commission license, some of which were multiple-purpose, moved rapidly ahead. Included were sites on the main stem of the Columbia previously recommended for Federal projects; on the Middle Snake, the Cowlitz, the Lewis, the Deschutes and other rivers. Nor, as was predicted, did the Congress so limit its appropriations that the Federal program stopped. On the contrary, today all major planned Federal projects involving power on the Columbia, Lower Snake and Willamette have been completed or are under construction. Despite all this activity in hydro-electric development, it is now obvious that there must be early construction of thermal (nuclear) plants. Most of these are being planned by non-Federal or private enterprise. The Oregonian, a strong proponent of the Federal Corporation from the beginning, in its editorial of January 17, 1958 said "The record of Federal planning and construction in the Columbia Basin is that of a drunken man staggering up hill on a windy day". It appears that the hill has been topped!

In June 1958 the Division submitted the third of its major reports dealing with the water resources of the Columbia River Basin. (H. D. 403, 87th Congress, 2nd Session). It brought up to date the previous report published in 1948 as H. D. 531, 81st Congress, 2nd Session. The report was written in the Division Office, while detailed project investigations were made by the districts.

The Division followed usual Corps practice in making such studies by working closely in collaboration with all Federal and State agencies concerned with the various facets of water resources development. In this case, however, it went a step further to secure the advice of all interests concerned. It established a General Advisory Committee made up of representatives of the Governors of Oregon, Washington, Idaho, Montana and Wyoming, public and private power groups and other interested organizations; a Technical Advisory Committee on Power made up of all power agencies and groups; and an Advisory Committee on Fish and Wildlife, organized from the Federal and State fish and wildlife agencies. To provide technical assistance, a Consulting Board of nationally recognized engineers also was established.

This report included a Major Water Plan which was a revision of the Main Control Plan contained in the 1948 report. The new plan recommended some 12 new multiple-purpose reservoir projects. The advent of the Treaty with Canada signed on January 17, 1961, discussed later herein, provided some 15 million acre feet of storage in Canada. This storage, usable for power generation and flood control in the United States had material effect on the operating characteristics and over-all accomplishments (and hence economic feasibility) of the projects in the Major Water Plan. Accordingly, a supplement to the 1958 report was submitted under date of February 24, 1961, summarizing the effects of the Canadian storage on the projects proposed for construction in the United States.

One of the major problems confronting the division in making this 1958 and supplemental 1961 report was the middle Snake River treatment. The Idaho Power Company had sought and received licenses from the Federal Power Commission for construction of the Brownlee, Oxbow and low Hells Canyon projects on the Middle Snake, thus negating the high Hells Canyon project with its vital storage capacity recommended by the division in the 1948 report. The public issues on this stretch of the Snake River were political, controversial, involved and of national import - they epitomized the public vs. private power struggle in the Northwest, intense, brutal and embittered. The division, for the reasons stated in the report, recommended construction of a High Mountain Sheep project in lieu of other alternatives favored by many. This project was filed on by private utilities, and like Brownlee, Oxbow and Hells Canyon projects of the Idaho Power Company, the issue was fought by the public power people all the way to the Supreme Court. Its fate is yet to be settled. 7/

Another heavy work schedule came about with the early Intercontinental Ballistic Missile construction program - one the staff of the North Pacific Division will long remember, though its suffering was promptly alleviated by assumption of responsibility for the program in October of 1960 by the newly created Corps of Engineers Ballistic Missile Construction Office (CEBMCO).

These facilities were constructed under the "concept of concurrency" with all the problems attendant upon the development of a weapons system as it was being built. Add to this

7/ For a detailed account of the Middle Snake issues, the reader is again referred to Bulletin No. 9, Division of Power Resources, State of Washington, dated November 20, 1964, "The Public Issues of Middle Snake River Development".

the problems of inadequacy of original design, inadequate plans and specifications, reorganization after reorganization, and over-management by higher authority and the Using Service, plus an inflexible "time frame" and the picture is complete. Hard work, long hours, intelligent planning and performance by dedicated and sometimes "hard nosed" people provided the solutions. Elucidation of the problems and their solutions in providing these vital installations will be recorded as appropriate, in District and CEBMCO histories, and have no place here. 8/

The first installation in the North Pacific Division was the Fairchild Atlas complexes - commenced in April of 1959 and completed in October of 1961 by the Seattle District. In May of 1959 the Walla Walla District launched construction of the first Titan I squadron (3 launch complexes) at Larson Air Force Base, Washington, and in July the second Titan I at Mountain Home AFB, Idaho. Both were turned over to CEBMCO in October, 1960.

The Seattle District also accomplished the preliminary work on the Malmstrom AFB, Montana, Minuteman installation which was turned over to CEBMCO in December of 1960. Cost of these installations exceeded \$200 million.

To return to civil works, it became obvious early in the preparation of the report on the Columbia River published as H. D. 403, that it would be impossible to employ a sufficient number of experienced engineers to accomplish the large number of 20-year system power studies required. A large hydro-electric system involving as many as 60 projects throughout the Columbia Basin was envisaged. An electronic computer seemed to be the answer. In addition to the power studies, use of the computer was visualized in the solving of hydrology problems; operation of the Willamette Valley and Columbia River reservoir systems; the solution of earthwork problems; pondage and backwater computations; solving of hydraulic problems and in other engineering calculations and analyses. In September of 1956, an IBM 650 Computer, a 402 Printer, Card Punch and a Verifier were installed, to be operated by the Water Control Branch of the Engineering Division since its use was to be related primarily to engineering. Monthly rental for this equipment approximated \$5,000.

8/ See Titan I Directorate Historical Summary Report, 1 August 1960 - 15 May 1962 CEBMCO, "For Official Use Only".

At the time, it was questionable whether the computer could be economically justified for much beyond a year - but its use and application to division, and then district, problems expanded rapidly. In January, 1962, it was replaced with an IBM 1620/1401 system. In August of 1963 four magnetic tape units were added to permit conversion of the division and district payrolls to computer processing.

Savings in manpower, and improved and more efficient design, construction, and operating techniques made possible by computer use, has more than justified the expense thereof.

On August 1, 1965, an Electronic Data Processing Center was established as a separate staff branch reporting directly to the Division Engineer, to facilitate and encourage further development of computer application to Corps work, and to make the computer services more readily available to all branches of the division and the districts.

The division was occasionally asked to make special studies for others in the fields of hydrology, power, and reservoir regulation. Because of its know-how in computer application to problems in those fields, the division undertook, in 1965, the training of some ten engineers from Laos, Thailand, South Vietnam and the Philippines in advanced electronic computer methods for system analysis of the Lower Mekong River. This training was designed to enhance competency in analyzing multiple-purpose project capabilities; in developing hydrologic data requisite to system studies; in day-to-day stream flow forecasting, and in deriving design floods for proposed projects. Training commenced in November of 1965. The training is estimated to cost some \$200,000. 9/

Discussion of projects and project problems has been reserved for District historians, but one project, The Dalles Dam, built between 1952 and 1959 involved a particular problem, though not unique to the Corps, which did deeply involve the division staff. The Dalles reservoir would inundate the Celilo Falls on the Columbia River, an ancient and accustomed fishery grounds reserved to the Indians under the terms of an 1855 treaty between the United States and the various Indian tribes. A great deal of discussion and deliberation preceded the conclusion that negotiations should

9/(See memorandum dated July 23, 1965, by Mark L. Nelson, "Mekong Training Project", used for briefing the Chief of Engineers for further background and details).

be opened with the Indians with a view to paying them in cash to subordinate their fishing rights to the project. The Yakimas, the Umatillas, the Warm Springs and the Nez Perce tribes were involved. A small nonconfederated group known as the Celilos most of whom lived in the vicinity of the Falls, were also involved. Settlements with all but the Nez Perce were negotiated by the Portland District. The Umatillas and the Warm Springs tribes each received approximately \$4.5 million; the Yakimas \$15 million, and the Celilos roughly equivalent per capita settlements. Although only a few of the Indians from each tribe actually fished at Celilo, settlement had to be made on a tribal basis.

The Chief of Engineers, for reasons not recorded, directed that the Division handle the negotiation with the Nez Perce, which, in spite of the precedents established by the district with the other tribes, proved tedious and onerous. Negotiations were handled by the Division Executive Assistant, with division and district Counsels assisting. The division negotiator took the position (based on somewhat shaky legal grounds) that the Nez Perce were entitled to nothing - Counsel for the Indians demanded, with considerable public and political support, that they receive the equivalent of that paid the other Indians - on a per capita basis, or in excess of \$6 million. The division negotiator finally offered some \$2.8 million, something over fifty percent paid the others, on a per capita basis. The Nez Perce appealed to the Chief of Engineers, and then the concerned Congressional Committees, but finally accepted the offer as tendered.

All the Indian settlements met with at least the tacit approval of most of those in that segment of the bar of public opinion so sensitive to Indian rights and who carefully monitored negotiations throughout. Subsequent to completion of the project, the Indians resumed fishing not only at alternate sites provided by the Corps, but also in the reservoirs, with modern gear - boats, nets, and appurtenant equipment. Spears and hand dip nets had been used almost exclusively at Celilo Falls. In the end, it appears that the Indians had their settlement and also their fishing - and are now carrying on a running battle with State conservation agencies over fishing seasons, catch limits, etc. - questions which will be determined only in the court of last resort.

In 1944 the Governments of the United States and Canada asked the International Joint Commission, pursuant to the Boundary Waters Treaty of 1909, to investigate the desirability of cooperative development of the Columbia River. The Commission established an International Columbia River Engineering Board which made extensive studies for a number of years, and in 1959 made its report to the Commission. In January of that year, the two Governments asked the Commission to suggest principles to be applied in determining benefits to be derived from a cooperative

development. The Commission did this and submitted its proposal in December of the same year. The two Governments then appointed delegates who began formal negotiations in 1960. The United States' delegates included representatives of the Interior Department, the Corps of Engineers, and the Department of State. General E. C. Itschner, Chief of Engineers, represented the Corps. A treaty was signed on January 17, 1961, by both Governments - it was ratified by the United States Congress March 16, 1961, and by the Canadian House of Commons on June 5 and the Canadian Senate on June 10, 1964. Under the Treaty, the power benefits resulting from storage in Canada will be equally divided between the United States and Canada, the former to pay Canada for flood control benefits accruing to the United States from the Canadian storage.

Under initial conditions, it was expected that the increase in dependable capacity in the United States will be about 2,600,000 kilowatts and the increase in average annual usable energy about 1,500,000 kilowatts.

The treaty established a Canadian and a United States Operating Entity to carry out operations under the treaty. The Division Engineer was made a member of the United States Entity.

The division staff collaborated with the Interior staff throughout treaty negotiations in making the exhaustive, detailed and complex technical studies necessary. To be determined, among other things, was the amount of additional power that the Canadian storage would produce in the United States, the benefits flowing therefrom, the entitlement of each country, and the amount, value and benefits of the storage to the United States for flood control. Operating plans must also be made - and are now under preparation.

The equivalent of four or five highly qualified technical persons on the division staff worked on these problems almost from the inception of the proposal. It is conservatively estimated that in excess of 20 man-years of effort have been devoted to this work by division personnel to date.

The agreement with Canada contemplates that Canadian storage will be operated to achieve optimum power generation downstream in the United States until Canada installs its own generation; after that, unless otherwise agreed, the storage will be operated to achieve optimum power generation in both Canada and the United States.

Even before the signing of the Treaty, the various public utilities and the Federal agencies which operate hydro-electric projects in the Columbia Basin began discussions directed toward drafting a formal Coordination Agreement. The Agreement defines the rights and obligations of the parties concerned in a co-ordinated plan of operation designed to optimize power benefits of the coordinated system. The firm power thus assured enables the utilities to firmly determine and allocate a share of their increased generating capability resulting from Canadian storage to satisfy the Canadian entitlement. The first agreement was signed in September of 1961 for a term of one year. In September of 1962 another one year agreement was signed. In September of 1963 a third agreement was signed to run for a period of ten years. The Division Engineer is a signatory. A further agreement will be negotiated to cover the duration of the sale of the Canadian entitlement under the treaty to the Columbia Storage Power Exchange Corporation, a group which was formed to purchase the Canadian power. 10/

The division first became involved in Civil Defense in 1961 when at the request of the Chief of Engineers, it submitted estimates of cost and manpower required to locate and survey potential fallout shelters in the North Pacific Division. Two of its employees, John Daugherty and Richard Skyles, attended a course in analysis of structures for fallout shelters at Fort Belvoir and returned full-fledged and indisputable Department of Defense "Certified Analysts". Responsibility for the work in the division is assigned the Technical Engineering Branch of the Engineering Division. Initial fallout inventory and survey was completed in 1962 - much of the work was accomplished by contract. Added assignments included construction of protected radio broadcast facilities; protected warning points; and implementation of the community shelter programs, as well as certain engineering "case" studies. In 1965 the division was given responsibility for providing the engineering support required by the Director of Civil Defense, Region 8, at Everett, Washington. Two engineers and a clerk were assigned to the Regional headquarters. They received work assignments from the Regional Director, but operated under the general staff supervision of the division. The same year (1965) seventeen counties were assigned the division under the Community Shelter planning program. The North Pacific was the first division to award contracts for Community Shelter

10/ The Treaty as consummated was not without its critics on both sides of the border. For an excellent review and analysis, see "The Columbia River Treaty - The Economics of an International River Basin Development," published early in 1967 - author John V. Krutilla, Resources for the Future.

planning in all assigned areas. Two engineers in the division are assigned full-time to Civil Defense work. The initial inventory and survey of facilities having fallout shelter capabilities have been completed; annual surveys have been made to maintain a current inventory; construction contracts have been let for fifty protected radio broadcasting facilities, for preparation of ten protected warning points, and for preparation of seventeen community shelter plans. Some twenty engineering case studies have been made of building treatment to provide fallout shelter capabilities.

On July 1, 1963 the Hydraulic Laboratory which served more than a single District at the Bonneville project was transferred, at the suggestion of the Chief of Engineers, from the Portland District to the Division. The Laboratory had a staff of some 47 employees and an annual operating budget of about \$500,000. The Laboratory performs all of the hydraulic model work for the division.

On December 4, 1963, the division executed its first major Labor-Management agreement negotiated pursuant to Executive Order No. 10988, dated January 17, 1962. The agreement, between the Division Engineer and the Columbia Power Trades Council (a group composed of fifteen separate craft unions) covered all Corps hourly, non-supervisory, operation and maintenance employees working at Corps power projects in the region. The agreement was negotiated at the division level because all three districts were involved. Negotiations preceding the agreement were protracted and at times tedious. Labor representatives were skilled, thoroughly experienced, capable and highly intelligent negotiators. Those negotiating for the division (R. D. Whelan, Wardie King, Donald Cox and Roy Scheufele) found it a new, somewhat novel and a most stimulating experience. The agreement reached met all requirements of the Executive Order under which it was negotiated and was eminently fair to all parties thereto.

Two major disasters occurred in the division in 1964 which need to be mentioned here.

On Good Friday, March 27, 1964, at 5:36 p.m. an earthquake with a Richter magnitude of 8.4 to 8.6 created havoc in south-central Alaska. It released twice as much energy as the 1906 San Francisco 'quake, and was felt on land over an area of almost a million square miles. It left 114 persons dead or missing and inflicted property damage and destruction in excess of \$310 million. Major General W. W. Lapsley, Division Engineer, left for the scene the

next day. The division office mobilized at once for twenty-four hour operation. Engineer disaster teams were promptly organized and dispatched from the Walla Walla, Seattle and Portland Districts. These teams made damage surveys and furnished guidance to local authorities for emergency restoration, to insure public safety and health, and to restore communications. The Alaska District immediately took the field for demolition, debris clearance and repair to water, sewer and power systems, following the standard procedures prescribed for such emergencies in accomplishing the work - force account - negotiated contracts - consultants. Extensive geology and soils studies were made to assist in siting permanently reconstructed facilities. At the request of the Office of Emergency Planning, the Corps assumed responsibility for work under Public Law 875. The Corps also undertook the repair and restoration for the Army, the Air Force, Alaska Housing Authority and the Alaska Railroad, as well as its own facilities. Total restorative work performed by the Corps exceeded \$108 million. The division staff provided vigorous and effective on-the-site support to the district, particularly in the fields of soils and geology. Key division personnel were assigned to the district for extended periods of time. Some 600 man-days of on-the-site effort by division personnel were devoted to this work. In the division headquarters, earthquake matters received top priority and were handled with dispatch, though never fast enough to wholly satisfy field urgencies - always the case in times of war or disaster.

The second disaster was the West Coast floods of December (Christmas) 1964 and January 1965 in Oregon, Washington, and Idaho. The Christmas flood was generally of the one hundred year magnitude, inflicting damages of more than \$185 million and taking twenty lives. Fortunately, efficient operation of existing reservoirs in the partially completed system, reduced damages substantially. In the Willamette Valley alone, these reservoirs reduced damages by as much as one-half billion dollars. 11/

District and division performance was in accord with tradition, precedent, and the Flood Emergency Manual. Rescue work by the Corps was nominal - the State of Oregon with its Salem "Command" center performed superbly in this field - a lesson it had learned from its ineptness and fumbling during the 1962 hurricane - for which it received scathing public criticism. The Corps made it a point to be "available" at all times, and let the public know it was so available. Greatest hardship suffered

11/ See after action report "West Coast Floods - Washington, Oregon, Idaho, December 1964 and January 1965" by NPD, August 1966.

by division personnel at headquarters might be said to stem from the fact that on the Eve of Christmas, backing flood waters shut down all sanitary facilities in the building - there was no place for the night crew "to go". Typical Corps ingenuity and resourcefulness solved the problem without sacrifice of decency, decorum, or derrogation of official dignity. 12/

This flood attracted National attention. A Special Subcommittee of the House Committee on Public Works inspected the area on January 13 and 14 and was escorted over the damaged area by division and district personnel. Its report was published as House Committee Print No. 8, 89th Congress, 1st Session - April 1, 1965.

Early in 1964 the Secretary of the Army directed a broad survey of the Civil Works program of the Army. He established a Board for that purpose, consisting of Colonel Robert C. Pfeil, Director of Military Construction and Real Property, OASA; Colonel James Taylor, Jr., Office, Secretary of the Army; and Eugene W. Weber, Deputy for Policy, Office, Chief of Engineers. In the course of the survey the Board visited the North Pacific Division. It was briefed at length by the Division Engineer and his staff. Interviews were arranged for the Board with a number of knowledgeable local civic leaders. The Board spent some time in the Portland and Walla Walla Districts, visiting The Dalles and John Day projects. It filed its report to the Secretary in January, 1965. A number of recommendations were made, the more significant being that a staff element in O. C. E. be established for the research programs; that authority be sought for "planning for planning" funds; that planning organizations be strengthened; that there be some outside participation in the Board of Engineers for Rivers and Harbors; and that a staff element for "policy" be organized in the Office, Chief of Engineers.

12/ (See official Division Journal for December 24, 1964).

CONCLUSION

Beyond those recorded here, space and the reader's patience preclude recount in this narrative of the many internal organizational, management, and personnel problems encountered by the division throughout its long life, or the solutions found therefor. Nor is space available for inclusion or even reference to the legion of special programs, studies, proposals and propositions implemented or sent to higher authority, many to die, perhaps perforce, in the limbo of bureaucratic inertia. Neither would a tabulation of overwhelming statistics on numbers of ports improved and maintained; miles of inland waterways provided; great multiple-purpose projects constructed; vital defense works built; and astronomical sums expended adequately portray the real contribution of the Corps to the region and to its people. Each work of improvement from the lowly levee protecting the small man's castle, to the great symphonies of concrete and steel embedded forever in the turbulent rivers, was justified on its merits and made its full contribution to the general welfare. These works, wrought by the hand of man, though their inception be lost in antiquity, will forever be monuments to his ingenuity, resourcefulness and spirit of progress. No organization is better than the men who compose it - the North Pacific Division was outstanding!

FINIS

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APPENDIX I
PICTURES AND PERSONAL DATA
OF
DIVISION ENGINEERS
NORTH PACIFIC DIVISION

WILLIAM H. HEUER

DIVISION ENGINEER

1901 - 1907

AND

JUNE - SEPTEMBER 1917

(Born Mo.) WILLIAM H. HEUER (Ap'd Mr.) 8

MILITARY HISTORY.- Cadet at the Military Academy, Sep. 1, 1861, to June 23, 1865, when he was graduated and promoted in the Army to

FIRST LIEUT., CORPS OF ENGINEERS, JUNE 23, 1865.

Served: as Assistant Engineer on Surveys in California, Jan. 27, 1866, to April 17, 1871 (leave of absence, May 17 to June 16, 1869); at (CAPTAIN, CORPS OF ENGINEERS, SEP. 22, 1870)

Willet's Point, N.Y., with Engineer Battalion, Apr. 27, 1871, to June 4, 1872, being Adjutant and Treasurer, June 16, 1871, to June 4, 1872; as Assistant Engineer on the Operations for the Removal of Hallett's Point, N.Y., June 15, 1872, to July 28, 1876 (temporarily on duty with Major McFarland, in connection with Isthmus Canal Route, Feb. 16 to June 20, 1874; on Engineer Recruiting Service, Apr. 15, 1873, to Aug. 25, 1874); at Willett's Point, N.Y., in command of Engineer Company, July 31, to Nov. 30, 1876 (Assistant Engineer on Survey of Union and Central Pacific Railways, Sep. 3 to Nov. 20, 1876); as Superintending Engineer of Fts. Jefferson, and Taylor, Fla., Dec. 16, 1876, to Jan. 31, 1884, and Nov. 16, 1885, to Nov. 1, 1887, - of Seventh Lighthouse District, Dec., 1876, and of the Eight, Feb. 23, 1880, to Jan. 31, 1884, and Feb. 3, 1885, to Nov. 8, 1887; as Recorder of various Boards of Engineers, 1874-76; in charge of Channel Measurements at South Pass, Mississippi River, May 10, 1880, - of Improvement of Sabine Pass, Blue Buck Bar, and Naches and Sabine Rivers, Oct. 25, 1881, to Jan. 31, 1884, and Feb. 12, 1885, to Nov. 1, 1887; as Consulting Engineer of Ship Island Quarantine Station, Feb. 28, 1880, to Jan. 17, 1881; in charge of Surveys through and above Sabine Lake, Oct. 25, 1881, to Jan. 11, 1882; as Engineer of Fourth Lighthouse District, Feb. 1, 1884, to Jan. 31, 1885;

(MAJOR, CORPS OF ENGINEERS, MAR. 17, 1884)

in charge of the Defenses, River and Harbor Improvements, Surveys, etc., in Delaware, Eastern Pennsylvania, and Southern New Jersey, Apr. 19, 1884, to Jan. 20, 1885, and of those in Louisiana and Mississippi, Feb. 12, 1885, to Nov. 1, 1887; as Engineer of Twelfth Lighthouse District since Nov. 30, 1887; in charge of various River and Harbor Improvements in California and Oregon, Nov. 23, 1887, to Nov. 13, 1888; as Advisory Engineer of Philadelphia Harbor Commissioners, June 13, 1884, to Feb. 6, 1885; and as Member of various Engineer Boards of River and Harbor Improvements, 1883-90. +

(From Sup., Vol. IV.)

+ (Military History Con.) On duty at San Francisco, Cal., Lighthouse Engineer, and in charge of rivers and harbors and member of California Debris Commission until Jan., 1896.- At Cincinnati, O., in charge of Ohio River and some of its tributaries, from Feb. 6, 1896 to Oct. 6, 1897.- At San Francisco, Cal., from Oct. 18, 1897, in charge of rivers and harbors, fortifications at Angel Island and Alcatraz.- In charge of submarine mine defense of San Francisco Harbor and member of California Debris Commission.- Member of Examining Boards, Harbor Line Boards, and other duties to -

(LIEUT.-COLONEL, CORPS OF ENGINEERS, JAN. 29, 1900)

WILLIAM HENRY HEUER

No. 2054. Class of 1865.

Died, April 28, 1925, at San Francisco, California, aged 82 years.

William Henry Heuer [redacted]

[redacted] and attended public school and high school in that city. At the age of sixteen he worked as freight clerk on the Mississippi River for the Keokuk Packet Company.

In 1861 he received an appointment to West Point through Senator Frank P. Blair. Entering the Academy, September 1, 1861, he graduated number eight in his class, June 23, 1865, and was promoted at once to First Lieutenant, Corps of Engineers.

Assigned to duty in California, he served for five years as Assistant Engineer on Surveys in connection with River and Harbor Improvement in the western states. This work included surveys of the rapids of the Columbia River and for a Military Wagon Road from Fort Churchill, Nevada, to Boise City, Idaho, as also for the removal of Blossom Rock in San Francisco Bay.

He was promoted to Captain, Corps of Engineers, 1870, and spent a year with the Engineer Battalion at Willet's Point, New York. From 1872 to 1876 he was Assistant Engineer to General Newton on the most interesting operations for the removal of Hallet's Point, East River, New York City. This work involved the sinking of shafts and driving tunnels through rock and was for the purpose of improving the East River channel.

After a few months of survey work in connection with the Union and Central Pacific Railways in 1876, he was ordered to Key West, Florida, where he spent two years on work connected with the building of seacoast fortifications and erection of lighthouses. The latter work included the erection of Fowey Rock and American Shoal lighthouses on the Florida Reef.

From 1878 to 1884 he was on duty at New Orleans, Louisiana, in charge of River and Harbor Improvements and the construction and maintenance of lighthouses and seacoast fortifications on the Gulf of Mexico. During this period he was in charge of Channel Measurements at South Pass, Mississippi River. In 1885 and 1886 he was in charge of River and Harbor Improvements with station at Philadelphia, then returned to duty at New Orleans for two years.

Promoted to Major, Corps of Engineers, in 1884, he returned to San Francisco, California, in 1887 and served there in charge of River and Harbor Improvement and other engineering work in California and Oregon until 1896. During this period he was a member of the

California Debris Commission and numerous other important Boards. From February, 1896, to October, 1897, he was at Cincinnati, Ohio, in charge of improvements on the Ohio River, after which duty he again returned to San Francisco.

Here he remained throughout the remaining period of his service on the active list of the army. During the Spanish-American War he was in charge of the submarine mine defense of San Francisco Harbor. He was promoted to Lieutenant Colonel in 1900 and to Colonel in 1904, and, in addition to the usual duties of his office, was in active charge of many varied and important special engineering projects. As President of the Board he directed the making of plans and estimates for the defenses of Honolulu and Pearl Harbor, Hawaii. Among his specially important engineering works were the dredging of the channel over the bar at Pearl Harbor and the completion of the jetties at the entrance to Humboldt Bay, California.

On March 2, 1907, he was retired from active service by virtue of his having reached the statutory age limit. He continued to reside in San Francisco, where he engaged in active work as a consulting engineer. With the entrance of the United States in the World War he was recalled to active duty and placed in charge of the work of the Engineer Corps in California. This work he ably administered throughout the war.

After the war Colonel Heuer continued to reside in San Francisco at 1235 Fifth Avenue. Here he died, April 28, 1925, from an attack of bronchial pneumonia.

Colonel Heuer was never married and throughout his long and busy life his main interest was in his profession. While for so many years he was identified with the work of the Corps of Engineers on the Pacific Coast, he retained a keen interest in the problems connected with navigation on the Mississippi and its tributaries. He retained his vigor and energy to an unusual age and his record of achievement is a splendid one.

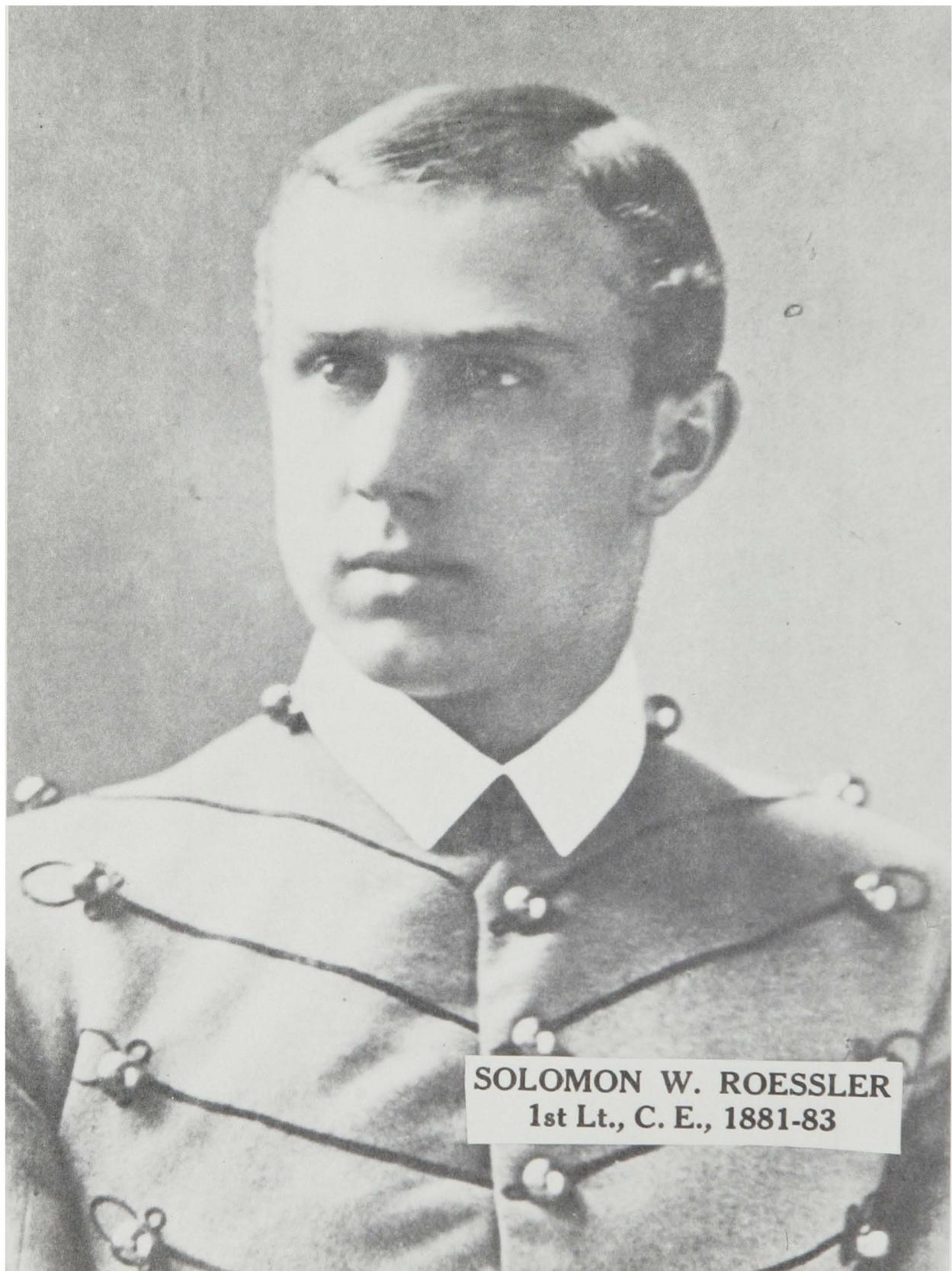
Colonel Heuer is survived by a sister, Miss Mary Heuer, 304 Skinker Road, St. Louis, Missouri; by a niece, Miss Elizabeth P. Heuer, who attended him during his last illness, and by three nephews, all of the latter residing in St. Louis, Missouri.

SECRETARY ASSOCIATION OF GRADUATES.

SOLOMON W. ROESSLER

DIVISION ENGINEER

1907 - 1908



SOLOMON W. ROESSLER
1st Lt., C. E., 1881-83

(Born Ill.).....SOLOMON W. ROESSLER.....(Ap'd Ill.)..3

MILITARY HISTORY.- Cadet at the Military Academy, Sep. 1, 1873, to June 14, 1877, when he was graduated and promoted in the Army to

SECOND LIEUT., CORPS OF ENGINEERS, JUNE 15, 1877.

Served: on leave of absence, June 15 to Dec. 1, 1877; with Engineer Battalion at Willet's Point, N. Y., Dec. 7, 1877, to Aug. 27, 1880; on temporary duty with the Board of Engineers, preparing collected information on low-water navigation of the Mississippi and Missouri Rivers, Feb. 23 to Aug. 27, 1880; at the Military Academy as Assistant Professor of Civil and Military Engineering, Aug. 28, 1880, to Aug. 28, 1883;

(FIRST LIEUT., CORPS OF ENGINEERS, DEC. 31, 1880) as Assistant to Colonel Mendell, Sept. 15, 1883, to Oct. 8, 1884, and to Captain Payson, Oct. 8, 1884, to Mar. 25, 1885; with Engineer Battalion at Willet's Point, N. Y., in various Staff positions and commanding company, since Apr. 6, 1885; and Member of Torpedo Board, 1888.

CAPTAIN, CORPS OF ENGINEERS, DEC. 1, 1887.

+

(From Sup., VOL. IV.)

(Solomon William Roessler)

+ (Military History Con.) Served: In charge of river and harbor improvements on Mississippi River, from Cairo to mouth of White River, June 22, 1890 to Jan. 3, 1895.- Member of a Board of officers on construction of levees along Mississippi River, June 22, 1890 to Jan. 3, 1895.- On sick leave, Jan. 3 to Nov. 1, 1895.-Served in command of Company A, Battalion of Engineers, Nov. 1, 1895 to May 22, 1898, and of Company B, same battalion, from May 22 to Oct. 1, 1898.- In charge of Department of Civil Engineering, U. S. Engineering, U. S. Engineer School, Willet's Point, N. Y., Nov. 1 to Oct. 1, 1895, and in local charge of torpedo defense of eastern entrance to New York Harbor, May 22 to Oct. 12, 1898.- Member of a Board on torpedo system, from March 1897 to -;

(MAJOR, CORPS OF ENGINEERS, JULY 5, 1898)

In charge of river and harbor works and fortifications on Atlantic Coast from Eastport, Me., to Portsmouth, N. H., from Oct. 15, 1898 to -

(From Sup. Vol. V)

Military History (Cont'd)

Served: Member of Board on torpedo system, from Mar. 1897 to 1898.

MAJOR, CORPS OF ENGINEERS, JULY 5, 1898

In charge of river and harbor works and fortifications on Atlantic Coast from Eastport, Me. to Portsmouth, N. H., from Oct. 15, 1898 to Aug. 2, 1904; member board on electric plants for seacoast fortifications from 1899 to 1906; on special duty in office of the Chief of Engineers from Aug. 29, 1904 to July 31, 1905; in charge of river and harbor works, Oregon, Washington and Idaho, and of fortifications at mouth of Columbia River; Engineer, 13th Light-house District, from Aug. 15, 1905 to

LIEUT. COLONEL, CORPS OF ENGINEERS, APRIL 2, 1906

Division Engineer, Northern Pacific Division, from June 3, 1907 --

Chief Engineer Office, Department of the Columbia, from June 30, 1907 to July 13, 1908; Light-house Engineer for the 13th Light-house District and as Division Engineer for the Northern Pacific Division.

COLONEL, CORPS OF ENGINEERS, APRIL 11, 1909

In charge of the Improvement of Ambrose Channel, Main Ship Channel, Butter-milk Channel, Bay Ridge and Red Hook Channels, Gowanus Bay, New York Harbor; enlargement of Governor's Island, July 20, 1908, to--; also in charge of work of construction and preservation and repair of the fortifications at the eastern and southern entrances to New York Harbor; member of New York Harbor Line Board, Board of Engineers and Board for Examination of Officers for Promotion, all these since July 20, 1908 --

(From Sup. VI-A)

LIEUT. COLONEL, CORPS OF ENGINEERS, APRIL 2, 1906

At New York, N. Y., in charge of improvement of Ambrose Channel, Main Ship Channel, Buttermilk Channel, Bay Ridge and Red Hook Channels, Gowanus Bay, New York Harbor, enlargement of Governor's Island, construction, preservation and repair of fortifications at eastern and southern entrances to New York Harbor, member of New York Harbor Line Board, of Board of Engineers, and of Board for Examination of Officers for Promotion, from July 20, 1908, to

COLONEL, CORPS OF ENGINEERS, APRIL 11, 1909

April 30, 1915; in charge of improvement of Harbor of San Juan, P. R., Aug. 19, 1910 to April 30, 1915; in charge of River and Harbor Improvements on Long Island, N. Y., Oct. 31, 1910, to April 30, 1915.

COLONEL, U. S. A., RETIRED, MAY 1, 1915,

AT HIS OWN REQUEST, AFTER OVER 40 YEARS' SERVICE.

Recalled into active service during the War with Germany and assumed charge of river and harbor improvements and fortifications in the New London, Conn., District, June 9, 1917, and, since Jan. 1, 1918, of First Engineer District, New York City; member of the Board of Engineers and New York Harbor Line Board, and of the Board of Engineers for Rivers and Harbors; in charge of construction of Memorials near Plattsburg, N. Y. and Vergennes, Vt., in commemoration of Commodore McDonough's victory of Lake Champlain in 1814.

JOHN BIDDLE

DIVISION ENGINEER

1908 - 1911



June 11, 1881

JOHN BIDDLE

(Born Mich.).....JOHN BIDDLE

(Ap'd Mich.)....2

MILITARY HISTORY.- Cadet at the Military Academy, Sep. 1, 1877, to June 11, 1881, when he was graduated and promoted in the Army to

SECOND LIEUT., CORPS OF ENGINEERS, JUNE 11, 1881.

Served: with Battalion of Engineers, at Willet's Point, N. Y., Sep. 30, 1881 (sick leave of absence, July 23, to Nov. 23, 1883), to June 15, 1884; (FIRST LIEUT., CORPS OF ENGINEERS, JAN. 10, 1883)

as Engineer Officer, Department of Dakota, June 25, 1884, to Dec. 15, 1887; as Assistant Instructor of Practical Military Engineering at the Military Academy, and on duty with Engineer Company, since Dec. 21, 1887; Recruiting for Company, since Dec. 24, 1887, and in charge of Post Schools, since Apr. 1, 1889; and on detached service at Johnstown, Pa., June 5 to 18, 1889.

(From Sup., Vol. IV.)

(Military History Con.) Served: Assistant Instructor Practical Engineering, U.S.M.A., and with Company E, Battalion Engineers, West Point, N. Y., to April 1, 1891; at Nashville, Ten., as assistant and in charge of river and harbor works, April, 1891 to June, 1898.

(CAPTAIN, CORPS OF ENGINEERS, OCT. 11, 1892)

-Chickamauga, Ten., June to July 5, 1898; Puerto Rico, July 27 to Aug. 25; Lexington, Ky., and Macon, Ga., Aug. to Dec., 1898.- As Chief Engineer, Department of Matanzas and Santa Clara, Matanzas, Cuba, Dec., 1898 to Oct. 1, 1899.- Under orders to Manila, P. I., as Engineer Officer, Department of the Pacific, Oct., 1899.

(LIEUT.-COLONEL AND CHIEF ENGINEER, U. S. VOLUNTEERS, MAY 9, 1898)

Served: As Chief Engineer, 6th U. S. Army Corps; Acting Chief Engineer, 1st Division, 1st U. S. Army Corps; Chief Engineer, 1st U. S. Army Corps, up to disbanding of the Corps.

(HONORABLY DISCHARGED FROM VOLUNTEER SERVICE, MAY 12, 1899)

(From Sup., Vol. V)

Military History, Cont'd:

Served: As Engineer Officer, Department of the Pacific, Manila, P. I., Nov. 25, 1899 to March 29, 1900; Chief Engineer Officer, Philippines Division, March 29, 1900 to April 22, 1901; member of Board to survey dam and estimate for the improvement of a harbor at the Island of Guam, Aug. 7, 1900 to Feb. 9, 1901, and from April 25 to July 25, 1901; with Board in San Francisco, June 26 to Aug. 1, 1901.

MAJOR, CORPS OF ENGINEERS, APRIL 30, 1901

Engineer Commissioner, District of Columbia, Nov. 1, 1901 to May 1, 1907; served as Aide-de-Camp to Brigadier-General James H. Wilson, U. S. A.,

Military History, Cont'd:

retired, in connection with coronation services of King Edward the Seventh, June 3, 1902 to July 26, 1902; stationed at San Francisco, in charge of river and harbor works, May 26, 1907; Division Engineer, Pacific Division, June 12, 1907; Chief Engineer Officer, Department of California, June 30, 1907.

LIEUT.-COLONEL., CORPS OF ENGINEERS, JUNE 9, 1907.

(Form Sup., Vol. VI-A)

At San Francisco, Cal., Chief Engineer Officer, Department of California, and Division Engineer, Pacific Division, June 12, 1907, to July 12, 1911; (Member of California Debris Commission, May 4, 1907 to 1911; Division Engineer, North Pacific, July 1, 1908 to July 12, 1911; in charge of fortifications of San Francisco, June 7, 1909, to July 20, 1911; Lighthouse Engineer, July 31, 1909 to 1910; Senior Member of Board appointed under Act of Congress to report under direction of Secretary of the Interior on U. S. Reclamation Service, July to December, 1910; relieved temporarily of duties in San Francisco District, July 14, 1910 to Jan. 4, 1911; Senior Member of Board appointed under Act of Congress to Report, under direction of Secretary of the Interior, on San Francisco Water Supply, 1910-1912);

COLONEL, CORPS OF ENGINEERS, FEB. 27, 1911

at Washington, D. C., member of General Staff and in charge of War College Division, General Staff, April 14, 1911, to June 15, 1914; at Savannah, Ga., in charge of river and harbor work and fortifications; Savannah District, and Division Engineer, Southeastern Division, June 20 to Sept. 2, 1914; in Western Galicia and Western Poland, Military Observer with Austro-Hungarian Army, November, 1914 to June, 1915; at Baltimore, Md., Division Engineer, in charge of river and harbor work and fortifications, Baltimore District, and member of Board of Engineers on Rivers and Harbors, Sept. 30, 1915, to June 10, 1916; in charge of river and harbor work, Wilmington District, March 9 to July 1, 1916; Superintendent U. S. Military Academy, July 1, 1916, to

BRIGADIER-GENERAL, U. S. A., MAY 15, 1917

June 1, 1917; at Washington, D. C., commanding 6th U. S. Engineers, May and June, 1917; in northern France, commanding Brigade of American Engineer Troops serving with British Army, July to

MAJOR-GENERAL, NATIONAL ARMY, AUGUST 5, 1917

October, 1917; at Washington, D. C., member of General Staff and Acting Chief of Staff, Oct. 29, 1917 to March 3, 1918; at London, England, commanding Base Section No. 3, Service of Supply, A. E. F., including all American Troops and activities in the United Kingdom, March 23, 1918, to June 15, 1919; sailed for U. S. July 30; at Camp Travis, Texas, commanding Camp, Aug. 21, 1919, to Feb. 1, 1920; commanding Camp Custer, Mich., to

RETURNED TO GRADE OF BRIGADIER-GENERAL, DEC. 1, 1920

Dec. 1, 1920.

BRIGADIER-GENERAL, U. S. A., RETIRED, DEC. 1, 1920,
AT HIS OWN REQUEST, AFTER OVER 40 YEARS' SERVICE.

Military History, Cont'd:

Service Medals; Indian, Spanish, Philippine Wars; Porto Rico; Army of Cuban Occupation; Victory. Honorary member, Military Division, Knight Commander, Order of the Bath.

Awarded

DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious and distinguished services. In command of American troops in England, by his tact and diplomacy in handling intricate problems, he made possible the successful transshipment of many thousands of men to France. To his executive ability the efficient handling, control, and dispatch of casual troops through England is largely due."

(Form Sup. Vol. VII)

MAJOR-GENERAL, U. S. A., RETIRED, JUNE 21, 1930,
ACT OF JUNE 21, 1930.

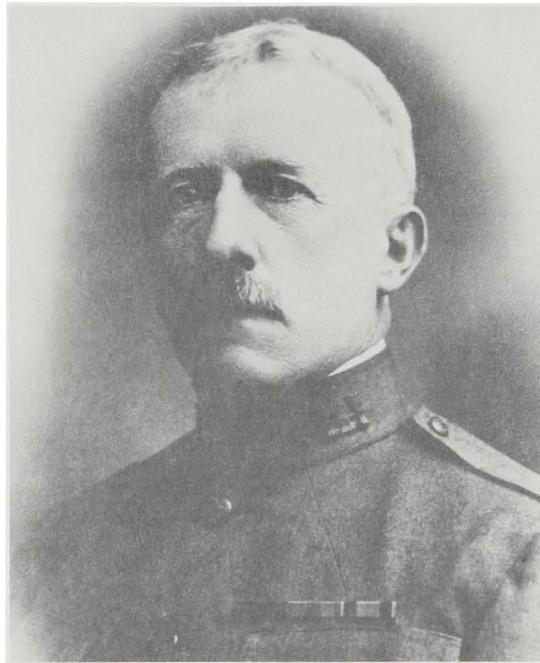
Awarded Silver Star and cited "for gallantry in action against Spanish forces at Coamo, P. R., Aug. 8, 1898."

Commander Victorian Order.

JOHN BIDDLE

NO. 2880 CLASS OF 1881

Died January 18, 1936, at San Antonio, Texas, aged 76 years.



JOHN BIDDLE was [REDACTED] the son of William S. and Susan Ogden Biddle. After an early education in the schools of his native city he received further schooling in Geneva, Switzerland, at Heidelberg, Germany, and at the University of Michigan. He entered the United States Military Academy in 1877 where he proved his ability by being designated a "Distinguished" Cadet for the four years of his attendance. In June, 1881, he graduated, standing second in a class numbering fifty-three members.

Upon graduation Cadet Biddle was commissioned a Second Lieutenant, Corps of Engineers, and assigned to the Battalion of Engineers which was then stationed at Willet's Point, New York. He served with this battalion as a Second Lieutenant until January, 1883, and as a First Lieutenant from that time until June of the following year. He was then assigned as Engineer Officer, Department of Dakota, in which capacity he served until December, 1887.

The next four years were spent as an assistant instructor of Practical Military Engineering at the Military Academy. It was during this tour of duty that Lieutenant Biddle was on detached service at Johnstown, Pennsylvania, for a short period in connection with the relief work following the disastrous flood of 1889. The detail at West Point was followed by duty at Nashville, Tennessee, lasting from April, 1891, to June, 1898. Here he served as an assistant and also in charge of river and harbor work, and during this period of duty, in October, 1892, he received his promotion to the rank of Captain, Corps of Engineers.

In May, 1898, a few months after the outbreak of the Spanish American War, he was appointed Lieutenant Colonel and Chief Engineer, U. S. Volunteers, and in June was ordered to Chickamauga and then to Puerto Rico where he served during July and August. Then followed short periods of service in Lexington, Kentucky, and Macon, Georgia, until December when he was assigned as Chief Engineer, Department of Matanzas and Santa Clara, Matanzas, Cuba. During the War he served as Chief Engineer, 6th U. S. Army Corps; as Acting Engineer, 1st Division, 1st U. S. Army Corps; and as Chief Engineer, 1st U. S. Army Corps, until that Corps was disbanded. He was honorably discharged from his volunteer commission in May, 1899.

From November, 1899, until March, 1900, he served as Engineer Officer, Department of the Pacific, Manila, P. I. and then as Chief Engineer, Philippine Division until April, 1901, during which period he was designated as a member of a Board to survey a dam and estimate for the improvement of the harbor on the island of Guam. In April, 1901, he was advanced to the rank of Major, Corps of Engineers. He remained on duty with the Board until August of that year, and was then appointed Engineer Commissioner of the District of Columbia in which capacity he served from November, 1901, to May, 1907, except for two months during the summer of 1902, when he was detailed as aide-de-camp to Brigadier General James H. Wilson, U. S. Army, retired, in connection with the coronation services of King Edward the VII.

His duty in Washington was followed by an assignment as Division Engineer, Pacific Division. He received promotion to the rank of Lieutenant Colonel, Corps of Engineers, in June, 1907, soon after his assignment to duty on the west coast, and was appointed Chief Engineer Officer, Department of California, in addition to his other duties. As Division Engineer he was in charge of river and harbor work and in the period lasting until July, 1911, he was also a member of the California Debris Commission. From June, 1909, to July, 1911, he was in charge of the fortifications of San Francisco, and from July, 1909, to 1910, Lighthouse Engineer as well. He also held important position as Senior Member of a Board appointed under Act of Congress to report under direction of the Secretary of the Interior on the U. S. Reclamation Service and on the San Francisco Water Supply.

He was appointed Colonel, Corps of Engineers, in February, 1911, and soon thereafter moved to Washington, D. C., to assume the duties of a member of the General Staff and take charge of the War College Division. He was on this duty from April, 1911, to June, 1914. Then followed a short period of duty in charge of River and Harbor and

Fortification work in the Savannah, Georgia, District and as Division Engineer of the Southeastern Division. He was relieved of these duties in September, 1914, and assigned as military observer with the Austro-Hungarian Army in western Galicia and western Poland. He returned from this duty in June, 1915, to assume charge of the river and harbor and fortification work of the Baltimore Division and later the Wilmington District. He was a member of the Board for Rivers and Harbors from September, 1915, to June, 1916. The following month saw him Superintendent of the United States Military Academy. In May, 1917, he was promoted to the rank of Brigadier General.

General Biddle's early World War Service included command of the 6th U. S. Engineers in May and June, 1917, and command of a Brigade of American Engineers serving with the British Army in northern France from July to October, 1917. He was appointed a Major General, National Army, in August, 1917, and returned to the United States in October as a member of the General Staff and was Acting Chief of Staff until March, 1918. He was then placed in command of Base Section, No. 3, Service of Supply, A. E. F., and of all American Troops and activities in the United Kingdom. This important command he exercised until June, 1919. He was returned again to the United States during the summer and commanded Camp Travis, Texas, until February, 1920. This assignment was followed by the command of Camp Custer, Michigan, which he held until December of the same year. General Biddle was returned to the grade of Brigadier General, U. S. Army in July, 1920, and held this rank until his relief from active duty. He was retired as Brigadier General, United States Army, on December 1, 1920, at his own request after over forty years' service. On June 21, 1930, he was promoted to Major General, U. S. Army, Retired.

General Biddle's active Army Service was particularly noteworthy for the many important and highly selective duties which devolved upon him. His details and appointments were based on merit of a very high order, and in every case he performed these duties—many of which were most unusual—in such a manner as to reflect great credit upon his Government, upon the Army, upon the Corps of Engineers, and upon West Point. His decorations and awards testify to the extent and high order of his accomplishments. He was awarded the Silver Star and cited for gallantry in action against Spanish Military forces at Coamo, P. R.; he was awarded the Distinguished Service Medal "for exceptionally meritorious and distinguished services. In command of American troops in England, by his tact and diplomacy in handling intricate problems, he made possible the successful transhipment of thousands of men to France. To his executive ability the efficient handling, control, and dispatch of casual troops through England is largely due." He received from the British Government the awards of Honorary Member, Military Division, Knight Commander, Order of the Bath, and the Royal Victorian Order. On his departure from England the members of the St. James Club sent him a long telegram in appreciation of his highly valued service. The latter part of this telegram read: "The members desire to convey to you their deep appreciation of all that you have done to cement a genuine and sincere feeling of affection between

Great Britain and America. The mother country wishes you godspeed. No better ambassador than you and your staff ever came to England."

General Biddle was authorized to wear service medals of the Indian Wars, Spanish American War, Philippine Wars, the Puerto Rican Medal, the Army of Cuban Occupation Medal, and the Victory Medal. These medals portray the extent of his military service. His membership in the American Society of Civil Engineers is indicative of his high standard in the profession of engineering. He was a member of the Society of the War of 1812, of the order of Indian Wars, and of the Society of the Carabao.

General Biddle was born a gentleman, and throughout his life showed the instincts and intuitions of a thoughtful, considerate, and kindly man. He was sympathetic and generous toward those in trouble or in need of assistance; he had the confidence of and was held in high opinion by his superiors to whom he was unflinchingly loyal; he was loved and esteemed by those who served under him; he was just and considerate in all his associations. Thus did he combine the attributes of the highest and most effective type of soldier; gentle, loving, and affectionate, but still direct and uncompromising as occasion demanded even though with sympathy and regret. The world has lost a noble and notable citizen, the army an officer of exemplary character and high attainments, West Point a son of whom she is immensely proud, his many friends an irreplaceable companion whose passing they will indefinitely and sincerely mourn.

E. M. M.

THOMAS H. REES

DIVISION ENGINEER

1911 - 1914



THOMAS H. REES
1st Lt., C. E., 1894-96

July 1, 1886

THOMAS H. REES

(Born Mich.) THOMAS H. REES (Ap'd Mich.) ... 4

MILITARY HISTORY.- Cadet at the Military Academy, July 1, 1882 to July 1, 1886, when he was graduated and promoted in the Army to

ADD. SECOND LIEUT., CORPS OF ENGINEERS, JULY 1, 1886.

Served: with Engineer Battalion at Willet's Point, N. Y., Oct. 1, 1886, to Oct. 7, 1889, and under instruction at the Engineer School of (SECOND LIEUT., CORPS OF ENGINEERS, DEC. 31, 1886)

Application; on detached service at Johnstown, Pa., June 5 to July 18, 1889; and as Assistant to Lieutenant Carter, since Oct. 12, 1889.

(From Sup. Vol. IV)

Military History:

FIRST LIEUT., CORPS OF ENGINEERS, APRIL 1, 1890

Served: As assistant to Captain O. M. Carter till April, 1893, in the River and Harbor District of Savannah, Ga. Assistant to Colonel Houston and to Colonel Robert, Corps of Engineers, in New York City, till Aug. 22, 1893. Instructor of Civil and Military Engineering, U. S. M. A., West Point, N. Y., till June, 1896, and Assistant Professor till April 28, 1898. Joined the Battalion of Engineers at Willet's Point, N. Y., and served with Company C, Engineers, which, with Company E, Engineers, formed the Battalion of Engineers of the 5th Army Corps in the Santiago Campaign. In command of this battalion during Aug., 1898;

CAPTAIN, CORPS OF ENGINEERS, JULY 5, 1898

in command of Company C, Battalion of Engineers, at Willet's Point, N. Y., Sept. 4, 1898 to

(From Sup. Vol. V)

Dec., 1899; in charge of fortification work and river and harbor improvements in the Tampa, Florida District, till Aug., 1901; joined Company A, 1st Battalion Engineers at Willet's Point, N. Y., (Fort Totten), and proceeded with company to Fort Leavenworth, Kans., Nov., 1901; Senior Instructor, Department of Engineering, Infantry and Cavalry School and Staff College, July, 1902 to July, 1905.

MAJOR, CORPS OF ENGINEERS, JULY 11, 1904.

In command of 1st Battalion of Engineers, April, 1905 to Sept., 1905, in command 3d Battalion Engineers, Sept., 1905 to

(From Sup. VI-A)

to Aug., 1908; at Chicago, Ill., Department and District Engineer to September 1910; at Washington, D. C., at Army War College to

LIEUT. COLONEL, CORPS OF ENGINEERS, FEBRUARY 27, 1911

Military History (Cont'd)

June, 1911; at San Francisco, Cal., Department and Division Engineer and Senior Member California Debris Commission, to

COLONEL, CORPS OF ENGINEERS, JULY 1, 1916

March, 1917; in Philippines, at Manila, Department and District Engineer to December, 1917;

BRIGADIER GENERAL, NATIONAL ARMY, DECEMBER 17, 1917

at Fort Sill, Oklahoma, commanding Artillery Brigade, to Feb. 2, 1918; at Camp Upton, N. Y., commanding 152d Field Artillery Brigade, 77th Division, to April 22; in France at Brest, Bordeaux and Baccarat, commanding Brigade to August, 1918; at Tours, France, Deputy Chief Engineer, A. E. F., to November, 1918; returned to U. S. Dec. 1, 1918; at Camp Jackson, S. C., commanding Camp to January, 1919; at Savannah, Ga., Division Engineer, Southeastern Division, Jan., 1919 to

(From Sup. Vol. VI-A)

RETURNED TO GRADE OF COLONEL, FEB. 6, 1919.

Mar. 15, 1920; at San Francisco, Calif.; Corps Area Engineer, 9th Corps Area, Mar. 20, 1920, to Nov. 11, 1921; en route to and at Honolulu, Hawaii, commanding 3rd Engineers, Nov. 12, 1921, to Nov. 10, 1922; en route to U. S. and on leave of absence to Dec. 30, 1922.

COLONEL, U. S. A. RETIRED, DEC. 31, 1922
FOR DISABILITY INCIDENT TO THE SERVICE.

BRIGADIER GENERAL, U.S.A., RETIRED, JUNE 21, 1930,
ACT OF JUNE 21, 1930.



Thomas Henry Rees

NO. 3100 CLASS OF 1886

Died September 20, 1942, at Washington, D. C., aged 78 years.

TOM REES, as he was familiarly and lovingly known to his classmates, belonged to a family of Welsh ancestry that came to America before 1700. [REDACTED], at Houghton, Michigan, in the important mineral district of the Upper Peninsula, the son of Seth and Eugenie Livermore Rees. His father being a lawyer, he was brought up in the scholarly atmosphere of the legal profession and early gave evidence of the unusual mental capacity that characterized him throughout his life. Before going to West Point, when 18 years of age, he taught in a small country school at Aurelius, Michigan, where some of the pupils were a good deal older than himself.

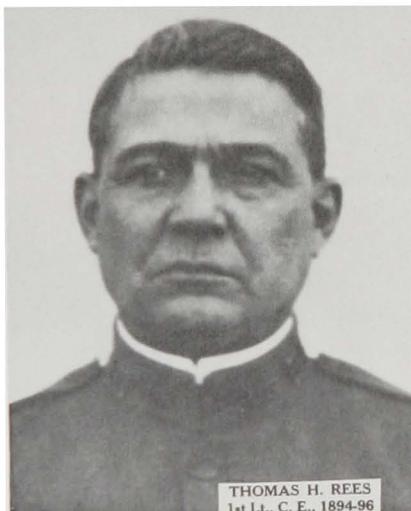
He was an expert skater and boatman and was well equipped physically for the life of a soldier. When growing deafness finally led to his retirement for disability on December 31, 1922, it came as a surprise to his classmates. Pershing then wrote him, "No man ever impressed me more than yourself as the possessor of physical strength and vigor."

In each of his last three years at West Point, he stood among the five distinguished cadets at the head of his class, which was the largest one graduated at the Military Academy during the first century of its existence. This unusual size gave rise to much concern whether there would be enough vacancies to accommodate all the class upon graduation, and consequently there was great rejoicing when legislation was enacted for the benefit of this class and a number of later ones, authorizing the appointment of additional second lieutenants, a new grade that for some years enabled many to enter preferred branches of the service in which there were no second lieutenant vacancies. Seven of '86, three in the Engineers, including Rees, were thus commissioned.

The Engineer School of Application and the single Battalion for Engineers were located then at Willets Point, New York Harbor and Rees was stationed there until August 1889. There he met Frances Grier Happersett, daughter of Major J. C. G. Happersett, M. C., whom he married at Ft. McPherson, Georgia, in 1890. In June, 1889, he was sent with a detachment of Engineers to the assistance of the victims of the great Johnstown flood, caused by the bursting of a reservoir dam. For this service he received a personal letter of thanks from Clara Barton and a Resolution of Thanks from the citizens of Johnstown.

During his nearly thirty-seven years of active commissioned service Rees was on exclusively troop duty about nine years; river and harbor duty seven years; combined civil and staff

duty nine years; and combined troop and school duty twelve years, four years as student and eight years as instructor. He was at various times engaged on river and harbor work in the Savannah, Tampa, Chicago and Manila Districts. He was Department and Division Engineer and senior member of the California Debris Commission at San Francisco 1911 to 1917, Division Engineer of the Southeast Division at Savannah in 1919-1920, Department Engineer at Chicago 1908 to 1910, and at Manila in 1917. He was first instructor and then Assistant Professor of Engineering, U. S. M. A., 1893 to 1898, Senior Instructor Department of Engineering at Leavenworth 1902 to 1905 and a graduate of the War College in 1911. He participated in the Santiago Campaign in 1898 with the Engineer Battalion. In December, 1917, he was promoted to Brigadier General and assigned first to command an Artillery Brigade at Fort Sill. Later at Camp Upton, New York, he commanded the 152nd F. A. Brig., 77th Div. to April 22, 1918. He was in France at Brest, Bordeaux and Baccarat, commanding the Brigade to August, 1918; at Tours



THOMAS H. REES
1st Lt., C. E., 1894-96

as Deputy Chief Engineer, A. E. F., to November; and returned to the United States December 1, 1918.

In all these capacities he served with untiring zeal and distinction, earning the hearty appreciation of his superiors, as expressed, for example, by Gen. Summerall, commanding the Hawaiian Department on the occasion of his retirement: "By your superior professional attainments, your well known skill as an instructor, and your zealous and loyal performance of duty, you have brought the regiment (3rd Engrs.) to a high state of efficiency. At the same time, in the employment of troops you have contributed to the success of the command by making valuable surveys, construction of buildings, and performing other technical duties pertaining to engineer troops." In June 1919 the Government of the French Republic conferred upon him "the rank of Officer of the Legion of Honor in recognition of the meritorious services you have rendered our common cause during the great war."

Mrs. Rees (née Happersett) died in 1905, leaving him with five children: Thomas Henry Rees, Jr., U. S. M. A. 1914, now a Colonel of the Army on duty in India; Dorothy Rees Cramer; Helen Rees Jones, Frances Happersett Rees, Margaret Rees Price.

In 1907, Rees married Blanche Adele Jones of Boston, who died in 1932 while they were living in France after his retirement. He had travelled extensively from 1923 to 1932, and when not travelling he made his home in Paris and Gouville, Oise. Here he was able to indulge in his hobby of cabinet work, making many beautiful pieces of furniture such as a refectory table, nest of tables, and bookcases, and building himself a boat—all hand work.

Shortly after the death of his second wife he returned to the United States and lived in Washington, D. C., until his death. He attended both the fiftieth and fifty-fifth class reunions of '86 at West Point, the latter being also the occasion of the graduation of his grandson, Thomas Rees Cramer.

He is survived by five children, nine grandchildren and two great-grandchildren, who, with a host of friends hold him in loving remembrance for his unfailing kindness and nobleness of character.

His body rests in the hallowed ground of Arlington National Cemetery, eastward of the Unknown Soldier's Tomb.



Henry Jersey

NO. 3238 CLASS OF 1888

Died September 30, 1942, at Charleston, South Carolina, aged 76 years.

GENERAL JERVEY died at his home in Charleston, South Carolina, serenely as he had lived, on September 30, 1942. His death was a heavy blow and a sad loss to his relatives, his friends and his country which he had served with devoted selflessness, unswerving loyalty and marked ability for nearly sixty years.

He [REDACTED] and was the oldest of the six sons of Dr. Henry Jersey, originally of Charleston, South Carolina, and Helen Louise Wesson Jersey of Summit Plantation, North Carolina.

In attempting to write an adequate and just appreciation of one much loved and much admired, there always exists the danger, for the writer, of over-statement on the one hand, and of under-statement through fear of over-statement on the other. In order to avoid this danger, the paragraphs which follow are largely letters or extracts from letters of friends and relatives who knew General Jersey intimately and loved and admired him.

When a young lad, Henry went to the home in Charleston of his uncle, the late Eugene Postell Jersey. Through his uncle's generous aid and affection, he had the privilege and advantage of attending the famous

CHARLES H. McKINSTRY

DIVISION ENGINEER

1914 - 1915



(Born Cal.) CHARLES H. MCKINSTRY* (Ap'd Cal.) .. 2

MILITARY HISTORY.- Cadet at the Military Academy, Sep. 1, 1884, to June 11, 1888, when he was graduated and promoted in the Army to ADD. SECOND LIEUT., CORPS OF ENGINEERS, JUNE 11, 1888.

SECOND LIEUT., CORPS OF ENGINEERS, JULY 22, 1888.

Served with Battalion of Engineers at Willet's Point, N. Y., since Sep. 30, 1888, and under instruction at the Engineer School of Application.

*Son of Judge Elisha W. McKinstry, Supreme Court of California.

(From Sup. Vol. IV)

Military History:

Graduated from U. S. Engineer School of Application, Willet's Point, N. Y., May, 1891.

FIRST LIEUT., CORPS OF ENGINEERS, Oct. 11, 1892

Served: Assistant Instructor in Department of Practical Military Engineering, U. S. M. A., West Point, N. Y., and on duty with Company E, Battalion of Engineers, May, 1891, until June, 1893. Assistant to Major James F. Gregory, Corps of Engineers, on improvement of rivers and harbors on western shore of Lake Michigan and Fox and Wisconsin Rivers, June, 1893 until Oct., 1894.

Assistant to Major Clinton B. Sears, Corps of Engineers, on improvements of rivers and harbors on Lake Superior, Oct., 1894 until Oct., 1895. Assistant to Major Daniel W. Lockwood, Corps of Engineers, on improvement of rivers and harbors in southeastern Massachusetts, in Rhode Island, and in eastern Connecticut, and on defenses of Narragansett Bay and New Bedford, Oct., 1895 until Jan., 1898. In charge of works for defense of Key West., Fla., and of improvement of harbor at Key West, including entrance thereto, from Jan., 1898 until --

CAPTAIN, CORPS OF ENGINEERS, July 5, 1898.

(From Sup. Vol. V)

May 24, 1900; in charge of the improvement and defensive works of Cumberland Sound and river and harbor works of Florida, May 31, 1899 to May 24, 1900, and of the defensive works on the east coast of Florida and at Key West, and of river and harbor works in Florida, Sept. 24, 1900 to March 27, 1901; commanding K, 3d Battalion of Engineers, and on duty at the Engineer School, Fort Totten, N. Y., from March 30, 1901 to Nov. 7, 1901; Instructor of Civil Engineering at the Engineer School, May 3 to Nov. 7, 1901; in temporary charge of that portion of Engineer Depot left at Willet's Point, N. Y., Oct. 7 to Nov. 7, 1901; Instructor of Civil Engineering, Engineer School of Application, Washington Barracks, D. C., from Nov. 10, 1901 to Nov. 13, 1903; Instructor of Practical Astronomy, Engineer School of Application, from May 5, 1902,

June 11, 1888

Military History (Cont'd)

May to July, 1914; Division Engineer, Northern Pacific Division, May to July, 1915; in charge of Third New York District, River and Harbor Improvements, member of Board of Engineers, member New York Harbor Line Board, August, 1915 --

COLONEL, CORPS OF ENGINEERS, MAY 15, 1917

July, 1917; in charge of Porto Rico District, Harbor Improvement, Fortifications of San Juan, and Lighthouse Consultant, 3rd and 9th Lighthouse Districts, September, 1915 to July, 1917; in temporary charge of New London, Conn., District, River and Harbor Improvements, Fortifications Eastern entrance to Long Island Sound, member of Board to prepare plan for land defense of fortifications at Eastern entrance to Long Island Sound, July, 1916, to March, 1917; Representative of War Department in National Association of Port Authorities, September 1916, to July, 1917; recruited, organized and commanded 11th Engineers, April to August, 1917; en route with regiment, New York to France, via England, July 14 to

BRIGADIER GENERAL, NATIONAL ARMY, AUG. 5, 1917

Aug. 8, 1917; at Maricourt, near Peronne, Aug. 12 to Sept., 1917; Chief Engineer, line of communications, A. E. F., September, 1917; commanded First Field Artillery Brigade, Oct. 12 to Dec. 23, 1917; (Brigade in line near Sommerville, France, Oct. 20 to Nov. 20, 1917); commanded 67th Field Artillery Brigade, Dec. 28, 1917 to July 6, 1918; (Brigade in line near Dombasle, Luneville and Baccarat, February to June, 1918, and northeast of Chalons, July, 1918); Director of Light Railroads and Roads, July to December 1918; in Aisne-Marne Offensive, July 18 to Aug. 6, 1918; in St. Mihiel Offensive, Sept. 12 to 16, 1918; in Meuse-Argonne Offensive, Sept. 26 to Nov. 11, 1918; cited for "exceptionally meritorious and conspicuous services as Director of Light Railroads and Roads"; Officer of the Legion of Honor, May 19, 1919; on duty under American Commission to Negotiate Peace, Paris, November to June, 1919; member Prisoners of War Commission, March to July, 1919; in charge of War Damages Board, November, 1918 to June, 1919; en route to U. S. July 27 to Aug. 6, 1919; Department Engineer, Eastern Department, Aug. 18 to

RETURNED TO GRADE OF COLONEL, AUGUST 22, 1919

Sept. 16, 1919.

COLONEL, U. S. A., RETIRED, SEPT. 16, 1919
AT HIS OWN REQUEST, AFTER OVER 35 YEARS' SERVICE

(From Sup. Vol. VII)

BRIGADIER GENERAL, U. S. A., RETIRED JUNE 21, 1930.
ACT OF JUNE 21, 1930.

STILL LIVING, JAN. '53.

Military History (Cont'd)

until Nov. 13, 1903; on temporary duty at New London, Conn., under the immediate orders of Major Powell, in connection with combined Army and Navy maneuvers, July 8 to Sept. 8, 1902; at Los Angeles, Cal., in charge of fortifications and river and harbor works of Southern California, Nov. 19, 1903 to Feb. 10, 1906; Engineer, 12th Lighthouse District, from Oct. 20, 1905, to -- at San Francisco, Cal., in charge of works for the defense of San Francisco Bay, from Feb. 11, 1906 to -- in the State of California, from Oct. 12, 1905 to --; member of various Boards on river and harbor improvement, searchlight installations, horizontal base lines for approved system of artillery fire control and direction for Fort Rosecrans, Cal., for artillery and submarine defense projects for San Diego and San Pedro Harbors; for the examination for promotion of certain officers of the Corps of Engineers; for consideration of questions pertaining to protection of seacoast forts from attack by land, and upon details of fire control construction in the Artillery District of San Francisco; Chief Engineer Officer, Pacific Division, March 8 to May 11, 1906.

(From Sup. Vol. VI-A)

In charge of fortifications of San Francisco Harbor, Engineer 18th Lighthouse District, member of Board of Officers to prepare plan for land defense of San Francisco Harbor, member of California Debris Commission, March, 1906 to August, 1909; at Manila, P. I., Chief Engineer Philippines Division, in charge of fortification construction, Philippine Islands, member Philippines Fortification Board, member Joint Army and Navy Board to select site on Corregidor Island for storage of coal and for reserve magazine for Naval purposes, member of Board of Officers to report buildings needed at each post in Philippines Division at which permanent construction is contemplated, September, 1909 to September, 1911; at Cleveland, Ohio, in charge of Engineer District, River and Harbor Improvements, November, 1911, to January, 1912; at Los Angeles, Cal., in charge of Engineer District, River and Harbor Improvements and Fortification of Los Angeles and San Diego Harbors; Member and Executive of Board of Officers, under Department of the Interior, to determine practicability and advisability of constructing dam and reservoir on Gila River on San Carlos Indian Reservation, Arizona; member of Board of Officers to prepare plan for land defense of Los Angeles and San Diego Harbors; member of California Debris Commission, January, 1912 to --

LIEUT. COLONEL, CORPS OF ENGINEERS, FEBRUARY 27, 1912

December, 1914; in charge of Second Portland, Oregon, District, River and Harbor Improvements and fortifications at mouth of Columbia River, January, 1914, to January, 1915; in temporary charge of First Portland, Oregon, District, and Lighthouse Consultant, 16th and 17th Lighthouse Districts,

CHARLES L. POTTER

DIVISION ENGINEER

1915 - 1916



CHARLES LEWIS POTTER

No. 3101 CLASS OF 1886

Died August 6, 1928, at St. Louis, Mo., aged 64 years.

CHARLES LEWIS POTTER, son of Benjamin R. and Susan E. (Smullen) Potter, [REDACTED] His boyhood was passed on a farm in his native state and his early schooling was obtained in the common schools in the vicinity.

He entered the United States Military Academy in 1882, graduated in 1886, standing fifth in his class, was commissioned Second Lieutenant and assigned to the Fifth Cavalry, July 1, 1886. He served on frontier duty at Fort Supply, Indian Territory, in September and October, 1886, and then in garrison at Fort Leavenworth, Kansas, till March 29, 1887. He was transferred to the Corps of Engineers, February 2, 1887, and was sent to the Engineer School of Application at Willets Point, from which he graduated in 1889.

His first Engineer assignment came in October, 1889, as assistant to the Engineer Officer in charge, at Montgomery, Alabama, on improvement of rivers in Alabama, Georgia and Florida. His subsequent assignments were distributed over a great part of the United States; fortifications in San Francisco Harbor, and rivers in Southern California, 1891-97; rivers in Oregon, 1897-98; Mississippi River at Memphis, Tennessee, 1900-03; Great Lakes, Duluth, Minnesota, 1903-06; Porto Rico, as Chief Engineer, Lighthouse service, 1907-10; Mississippi River at St. Louis, Missouri, 1910-12, and at St. Paul, Minnesota, 1912-15; rivers and harbors at Portland, Oregon, 1915-16; at Boston, 1916-17; at San Francisco, including fortifications, 1918-20; and finally as President of the Mississippi River Commission, at St. Louis, March 19, 1920, to June 12, 1928.

He was promoted to Colonel, November 27, 1916.

During the Spanish-American War and the Philippine Insurrection, he was Chief Engineer, in the Philippines, of the 8th Army Corps, on the staffs of Generals Merritt and Otis, 1898-99, and during the World War was Director of Gas Service (now Chemical Warfare Service) at Washington, 1917-18.

Colonel Potter's outstanding work was as President of the Mississippi River Commission. He was a man of very attractive personality, cordial and frank. He readily secured the confidence and respect of the leading men with whom the Commission has to deal, which had a far-reaching effect in harmonizing its many interests. During this service he was also Division Engineer of the Western Engineer Division, comprising river improvement works in the Engineer districts in the Mississippi Valley from the headwaters to Red River, including the

rivers tributary to the territory of the Commission, except Ohio and Illinois Rivers, and the Mississippi River below Red River.

His greatest work came in 1927, following the phenomenal and disastrous flood of that spring in the Lower Mississippi Valley. During the months following this flood, to the end of 1927, he labored unceasingly in the preparation of comprehensive plans for the control of this great river for the consideration of Congress, frequently appearing before its committees in advocacy of the Commission plan for the solution of the great problem. There is no doubt that the strain under which he labored so long and assiduously, weakened and undermined his health.

On reaching the military age for retirement, January 24, 1928, he was retired but was immediately recalled to active service, continuing as President of the Mississippi River Commission. The Flood Control Act of Congress, pending at the time, carried provision that the President of the Mississippi River Commission should have the rank of Brigadier General. Recognizing the importance of the Commission and of Colonel Potter's great service thereon, he was promoted to that rank, May 15, 1928.

Deeply interested in the vast work to be carried on by the Commission, he looked forward with eager anticipation to its prosecution. To his great surprise and disappointment he was relieved from active duty, June 12, 1928, and shortly after suffered a reaction which forced him to go to the hospital to undergo what was expected to be a comparatively safe operation, but his impaired physical condition and the mental strain under which he had labored, left him unable to rally from the shock of operation, and he passed away quietly, August 6, 1928.

General Potter became a member of the American Society of Civil Engineers, April 1, 1903, and was interested in its activities throughout his long membership. He contributed numerous articles to Engineering journals concerning the river problems before him. These were widely read and appreciated for sound engineering wisdom, great common sense and clarity of statement.

General Potter made readily and retained loyally, friends in every walk of life. He loved nature and the outdoors. He was a keen student of archaeological and historical subjects and of fraternal subjects concerning which he possessed a fine library. He was a member of many Masonic bodies, having joined the organization in Memphis, where he was advanced to the Thirty-Third and last Degree of the Ancient and Accepted Scottish Rite in most unusually short time. In spite of frequent changes of station incident to Army life, he was one of the few officers ever to attain this distinction. His funeral services were held in the Scottish Rite Cathedral at St. Louis and his ashes were deposited in Valhalla mausoleum nearby.

General Potter is survived by his widow, Mrs. Sophie H. Potter, and his step-daughter, Miss Caralisa Nichols.

W. S. M.

3101

July 1, 1886

CHARLES L. POTTER

(Born Me.).....CHARLES L. POTTER.....(Ap'd Me.)....5

MILITARY HISTORY.- Cadet at the Military Academy, July 1, 1882, to July 1, 1886, when he was graduated and promoted in the Army to

SECOND LIEUT., 5TH CAVALRY, JULY 1, 1886.

Served: on frontier duty at Ft. Supply, I. T., Sep. 30 to Oct. 10, 1886; in garrison at Ft. Leavenworth, Kan., Oct. 10, 1886, to Mar. 29, 1887; with

*(TRANSFERRED, MAR. 10, 1887, TO RANK AS SECOND LIEUT., CORPS
OF ENGINEERS, FEB. 2, 1887)*

Engineer Battalion at Willet's Point, N. Y., Apr. 5, 1887, to Oct. 9, 1889, and under instruction at the Engineer School of Application; as Range Officer, Post of Willet's Point, Mar. 12 to Oct. 9, 1889; selected to compete in Rifle Match at Creedmoor, N. Y., for the Hilton Trophy in Sep., 1888; on detached service at Ft. Niagara, N. Y., Sep. 4 to Sep. 23, 1889, as competitor in the Annual Rifle Contest; and as Assistant to Captain Price, since Oct. 14, 1889.

GEORGE A. ZINN

DIVISION ENGINEER

1917 - 1919

June 13, 1883

GEORGE A. ZINN

(Born Pa.).....GEORGE A. ZINN.....(Ap'd Pa.)..1

MILITARY HISTORY.- Cadet at the Military Academy, July 1, 1879, to June 13, 1883, when he was graduated and promoted in the Army to

SECOND LIEUT., CORPS OF ENGINEERS, JUNE 13, 1883.

Served: with the Battalion of Engineers at Willet's Point, N. Y., Sep. 30, 1883 (on detached service at Creedmoor, N. Y., Sep. 5 to Oct. 1,

(FIRST LIEUT., CORPS OF ENGINEERS, JUNE 2, 1884)

1884), to Feb. 17, 1886, and temporarily with Company at West Point, N. Y., Feb. 18, 1886, to Mar. 21, 1887; as Assistant to Major Ernst, Apr. 1, 1887, to Aug. 23, 1888; and at Willet's Point, as Quartermaster of the Battalion of Engineers, and Instructor in Military Photography at the Engineer School of Application, since Aug. 27, 1888.

JAMES B. CAVANAUGH

DIVISION ENGINEER

1916 - 1917

AND

1919 - 1922



JAMES BATES CAVANAUGH

NO. 3450 CLASS OF 1892

Died April 26, 1927, at Coronado, California,

aged 57 years

COLONEL CAVANAUGH's death was a great loss to all of us who had been fortunate in knowing him. He combined two rare qualities: splendid ability, and strong personal attraction. If a man is to be judged by his works,—if he is to live on through what he has done and through the impress made on others, James Bates Cavanaugh is one whose record will endure.

Born in Illinois shortly after the Civil War, he was appointed to the Military Academy from Washington, and graduated in the early Nineties at the head of his class. From an additional second lieutenant, Corps of Engineers, he climbed the usual ladder of experience, both military and civil; and we find him, after fifteen years of service, in Washington, D. C., as Assistant to the Chief of Engineers. Of this duty, General Herbert Deakyne, who recently served as Assistant Chief of Engineers, writes: "I think one of the most important duties he ever had was when he served in the Office of the Chief of Engineers from 1907 to 1911. He had the River and Harbor Works, and that is a good deal of a job."

Seattle was fortunate in having him for District Engineer following the Washington tour. The great Lake Washington Canal project, giving Seattle an ocean port on three sides, a fresh water basin for ocean shipping, and including the largest lock north of Panama, was getting under way. An able engineer was needed, but strength coupled with diplomacy was equally essential. We have, concerning this duty which involved an adjustment of numerous problems of civilian ownership with conflicting interests, the words of Samuel H. Hedges, President of the Washington State Chamber of Commerce, and an outstanding citizen of Seattle:—

"In my opinion Colonel Cavanaugh was one of the finest officers of the Corps of Engineers of the United States Army, which is some praise, when it is universally considered that the Corps of Engineers is the finest body of Engineers in the world. I make this statement after

having had business relations with Colonel Cavanaugh almost continuously during the years he was in Seattle—August 1, 1911 to May 10, 1917.

“Colonel Cavanaugh embodied in a marked degree my highest ideal of the Engineering profession, in that he was well-informed, honest, fearless, and, while he was of course at all times employed by the United States, he was entirely fair and judicial in his decisions rather than prejudiced in favor of the party who employed him. In all the work we did for the United States Government under Colonel Cavanaugh, I can say that everyone of his decisions in which we were interested were eminently fair to both parties. Colonel Cavanaugh, in addition to his direct connection with the United States Government, was a public spirited citizen and did much for this community as well as for our country in the war. I feel it an honor to have known Colonel Cavanaugh intimately and to have been privileged to call him my friend.”

The War terminated his Seattle activities—rather it diverted them from peace-time pursuits to the active organization of a military unit at a nearby camp. Colonel Cavanaugh was assigned to command the 8th Engineers, Railway (later the 18th Engineers, Railway), one of the organizations to be rushed to France pursuant to our allies’ request. The initial command was scarcely a heavy responsibility as the regiment then consisted only of the Colonel himself and the humble writer of these lines; but selecting the proper officers, initiating the necessary training, and developing the cooperative spirit essential to success were problems for which he was eminently fitted. Colonel J. W. Williams, now Chief Engineer of the Western Pacific Railroad, one of the splendid officers that Colonel Cavanaugh drew around him, has this to say of him as a man, an officer, and an engineer.

“To me, the outstanding qualities of Colonel Cavanaugh as a soldier, commanding officer, and man, were his constant devotion to duty, his simplicity, his ability as an engineer, and his firmness, coupled with his understanding of the difficulties of the civilian who almost overnight found himself an officer in the Army during the World War. I sensed these qualities to some extent while I was associated with him in organizing the First Battalion of the 18th Engineers, in San Francisco; and they were most firmly impressed upon me during the later service at American Lake and in France. It always appeared to me that he had an unusual insight into the character and value of men. He was able to obtain from them their very best efforts for the organization he commanded and for the United States, without any arrogant display of authority or obvious application of severe discipline; and yet I believe the men under his command at all times recognized that back of

his kindness and courtesy there lay a determination which made it extremely imprudent for anyone to fail to carry out that which he willed."

Arrival in France brought a problem of extreme difficulty. On him was placed the responsibility for building the huge dock and other projects in and about Bordeaux. The plans, developed by others, were feasable for peace-time construction where supplies and labor are unlimited. But for war, with time limited, a shortage of labor, and certain of the essential materials often unprocurable—the difficulties were multiplied many fold. Yet the work was completed expeditiously and efficiently.

He then became G-1 at Tours, or more formally, Assistant Chief of Staff, G-1, Headquarters, SOS. After the Armistice, he served in Germany and then returned to the United States. Of this period Colonel John Hudson Poole tells us:

"I had known Cavanaugh rather well when I was an active officer in the Corps of Engineers; and, during the latter part of the war, I saw a great deal of him when we were both on General Harbord's staff. Cavanaugh was Assistant Chief of Staff, G-1, and I was Deputy, G-4. Our work threw us much together, and I learned to appreciate his clear logical mind and his efficient way of carrying out his work. When the war was over, Cavanaugh, I believe, went to Portland, Oregon; and I was honorably discharged from the Service and again took up my business activities, one of the principal parts of which is the administration of a number of active iron mines on the Mesabi Iron Range in Minnesota. The ownership of these mines rests in a large scattered group of individual fee owners, and I undertook the formation of an administrative association among them, better to protect our interests and to deal with the different operating companies who were actually mining the ore. I was successful in forming this organization and was made President of it. In March, 1921, I immediately looked about for someone of engineering ability, experienced in dealing with contractors under large sized contracts, and with sufficient character and initiative to work alone. Although I had one or two others in mind, Cavanaugh was the man who appealed to me most, and I was successful in interesting him in taking the position of executive officer of our association, the Mesabi Mineral Association, with headquarters in Duluth.

"As you know, Cavanaugh retired from the service and started work with us in the summer of 1921. The situation that he had to meet was quite difficult, for it required considerable tact in co-ordinating many elements which had always functioned independently and were quite jealous of their independence. It required also a thorough knowledge of contract law, as well as of good engineering practice. Cavanaugh's

work for us was eminently well done, and his death was a great loss to us all, both from the professional standpoint and on account of the real friendship that all of the members of the Association had formed for him. The work of the Association which Cavanaugh helped me to create still goes on, but we miss him sadly."

In 1927 Colonel Cavanaugh was wintering at Coronado with his only sister, Mrs. J. F. McIndoe, when the end came. He was apparently recovering from a sudden attack of pneumonia, when he unexpectedly passed away.

The writer first learned of James B. Cavanaugh from his company commander years ago, when the latter described him as the finest officer in the Corps of Engineers. Surely a glowing tribute. And yet, when later intimate associations brought closer contacts in good times and in bad, early in the morning and late at night, he could but recognize great accuracy in this description.

Colonel Cavanaugh's record of accomplishment might be attributed to several qualities. One of his own favorite references was to the value of proper viewpoint, of reasonable perspective. Colonel Richard C. Moore, C. E., says:—

"I have always thought that the outstanding feature of his character was his excellent judgment. Somewhat quiet in demeanor and modest in attitude, he devoted his entire energies to work, and, in his study of the many problems with which he was confronted, invariably arrived at sound conclusions."

And in addition were the warmth of his friendship, his devotion to his family, and his easy pleasant efficient way whereby all associated with him worked better and were better. General John L. Hayden well expresses the feelings of all who knew him:—

"Bates Cavanaugh was my plebe. I could talk to you about him by the hour, and one thing would lead to another, and we might recall many anecdotes and reach an appraisal of his character and ability and work.—I knew and loved him well."

J. B. C.

EDWARD H. SCHULZ

DIVISION ENGINEER

1922 - 1923

(Transferred to 7th Cavalry, July 3, 1912)
July, 1912; at Fort William McKinley, P. I., with 7th Cavalry, to—
(Transferred to 12th Cavalry, Oct. 1, 1913)

At Fort Yellowstone, Wyo., and Presidio of Monterey, Cal., with 1st Cavalry, December 1913 to March, 1916; on Mexican border to—

(Major, 1st Cavalry, July 1, 1916)

May, 1917; at Madison Bks., N. Y., Instructor at Officers' Training Camp; to—

(Lieut.-Colonel of Cavalry, July 25, 1917)

(Colonel of Cavalry, National Army, Aug. 5, 1917)

August, 1917; at Camp Meade, Md., with Depot Brigade, September, 1917, to Oct. 1, 1918; at Washington, D. C., student officer, special course, at Army War College, October, 1918; with Hdqrs. Siberian Expeditionary Forces, Nov. 30, 1918, to March 1, 1919; at Fort Leavenworth, Kans., student officer at Army School of the Line, August to October, 1919.

Lieutenant Colonel, U.S.A., Retired

Oct. 10, 1919 At His Own Request,

After Over 30 Years' Service

Colonel, U.S.A., Retired, June 21, 1930,

Act of June 21, 1930

Awarded Silver Star and cited "for gallantry in action against Spanish forces at Santiago de Cuba, July 1, 1898".

He married Lola Charlton on September 12, 1918. Their children: Lola C., born July 3, 1920, and Harry C., born January 8, 1925.

—L. F. K.

Edward Hugh Schulz

"Papa Schulz"
NO. 3617 CLASS OF 1895

DIED MARCH 3, 1951, AT BERKELEY,
CALIFORNIA, AGED 78 YEARS.

A devoted Christian, a splendid soldier and a steadfast friend whom "we have loved long since and lost awhile" has gone to his rest.

"Sox" Schulz

His parents were Henry John Schulz and Gertrude Niesz Schulz, both of whom were members of a large group of German Methodists who had originally settled on both sides of the Ohio River at the turn of the nineteenth century. Their son Edward was the second of seven children. Their home life was a happy one and they were all reared in a devout Christian atmosphere. It was a family of well developed and varied musical tastes. The father played the organ and sang with his children in the evenings. Every child had a special musical talent. Edward played well on the organ and the violin. These diversions he was able to enjoy until a few days before his death.

In his school work Edward early gave evidence of outstanding scholarship. He graduated with high honors from the Wheeling High School at the age of sixteen. Afterwards he attended the Wheeling Business School, finishing the course in half the allotted time. He then secured employment in a business house. He had a strong physique, was fond of gymnastics, and played on a Y.M.C.A. basketball team.

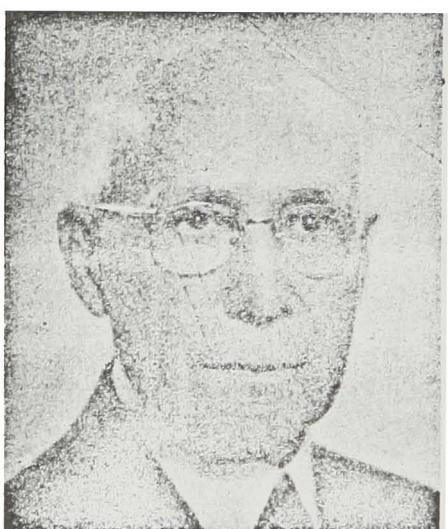
Schulz took a competitive examination for West Point and won the designation as a candidate for admission to the Academy. He became a cadet on June 17, 1891. From the start of his cadet career Schulz acquired high class standing, and he graduated at the head of the class of 1895. But he was much more than a mere "book worm". He managed to do a great deal of serious reading

outside of the course. He was also very active in the Cadet Y.M.C.A. His kindly and spiritual nature impelled him to be very helpful in the post Sunday School at West Point, in which he taught a class and played the organ.

It was the privilege of this writer to have "Sox" as a roommate during two of his years at West Point. The cheerful companionship of "Sox" and his helpfulness can never be forgotten. Also being a good violinist, he often entertained his friends with his music.

Upon graduation Schulz was commissioned in the Corps of Engineers. His first assignment was to the Battalion of Engineers which was then stationed at the Engineer School at Willett's Point, N. Y., (now Fort Totten) where he entered with zest into the routine duties of the post. He continued on this assignment until the breaking out of the Spanish-American War when he was transferred to the torpedo defenses of Hampton Roads, Virginia, and Charleston, South Carolina. In October 1899 Schulz was assigned to New London, Connecticut, where he was given duty in connection with the fortifications at the eastern entrance of Long Island Sound. From August 1901 to May 1905 Schulz was on duty at New York City as recorder of the Board of Engineers.

Next came an important military engineering task in the construction of fortifications



for the defense of the United States Naval Base at Guantanamo Bay, Cuba, from May 1905 to May 1907. During these two years "Sox" made many friends among officers of the U.S. Navy who kept in touch with him for many years.

During the period 1907-12 Schulz was district engineer at Sioux City, Iowa, and Kansas City, Missouri, supervising the improvement of the Missouri River and its tributaries. Simultaneously he was consulting engineer for the Kaw River Drainage District, which gave him considerable reputation as a civil engineer. From 1912 to 1916 he was in charge of the control of the channels of the Mississippi Delta and other waters and at the same time he supervised work on the fortifications below New Orleans. Immediately following this assignment Schulz took charge of the St. Paul and Duluth districts doing engineering work on those portions of the Mississippi River and Lake Superior which were in that vicinity. He remained on this detail until the breaking out of World War I.

While serving as a lieutenant colonel in the Regular Army Schulz was commissioned a colonel in the National Army to date from August 5th, 1917. This promotion resulted in his assignment to the command of the 109th Regiment of Combat Engineers of the

34th Division, which he organized and trained at Camp Cody, New Mexico, from August 1917 to April 1918. During this period he had additional duty as chief engineer of the 34th Division.

In April 1918 Schulz was transferred to Vancouver Barracks, Washington, where he was post commander and also commanding officer of the 604th Regiment of Engineers. In May he took this regiment to Camp Leach at Washington, D. C. While there in addition to his duties as a regimental commander Schulz organized seven regiments of engineers, namely the 27th, 40th, 68th, 78th, 79th, 97th and 98th. From 1919 to 1920 Schulz was district engineer at Milwaukee, Wis. Following this assignment and until 1925 he was district engineer at Seattle, Wash., and at the same time he served as division engineer of the North Pacific Division.

Resuming purely military duty, Schulz took command of the Third Regiment of Combat Engineers at Schofield Barracks, Hawaii. By his versatility and leadership he brought his soldiers to the same state of efficiency in the handling of infantry weapons as prevailed in the infantry regiments. Simultaneously Schulz was division engineer of the Hawaiian Division and also in charge of river and harbor engineering.

Upon returning to the United States in 1926 Schulz was assigned as district engineer at Chicago, Ill., and also as engineer of the Sixth Corps Area until 1928. He was a member of the Mississippi River Commission from February 1927 to June 1929. He was a member of the Board on the Great Lakes Connecting Waters from June 1926 to June 1928. From then until October 1929 he was division engineer of the Great Lakes Division with station at Cleveland, Ohio.

For the next four years and until November 1933 Schulz was in command of the Engineer School at Fort Humphreys (now Fort Belvoir) Virginia. As additional duty he served throughout this period as a member of the Board of Engineers for Rivers and Harbors. While commanding Fort Humphreys Schulz commenced a building program under which the temporary structures still left from the World War I period were replaced by permanent masonry buildings. He personally did most of the planning and began the construction. Simultaneously with his work as school commandant and post commander Schulz gave personal attention to the uncovering of the foundation ruins of the historic Belvoir Mansion, which are located on the military reservation of Fort Humphreys. He took appropriate measures for the preservation of these ruins. In Colonial times the Belvoir Mansion was the home of Colonel William Fairfax, who was the original owner of the Belvoir estate. He was a friend of George Washington and was his next door neighbor at Mount Vernon. Colonel Schulz also wrote a pamphlet giving a brief historic account of the Fairfax family and the Belvoir mansion.

The last active duty of Colonel Schulz was at the Presidio of San Francisco as engineer of the Ninth Corps Area. As such he was charged with supervising the location and construction of the approaches of the Golden Gate Bridge through the Presidio, Fort Scott and Fort Baker military reservations. It was because of his engineering work at San Francisco and in previous years at Kansas City that his biography has been set forth in "Who's Who in America" and in "Who's Who in Engineering".

During the emergency period and World War II Schulz was engaged in numerous translations for the War Department and the Corps of Engineers, even though he was no longer on active duty.

"Sox" was a member of the American Society of Civil Engineers and the Society of American Military Engineers. He was the author of several treatises among which

were. "Use of Searchlights"; "Report on the Missouri River"; "Report on the Southwest Pass"; "Diversion Channels of the Mississippi River"; "Report of the Mississippi River Commission on Flood Control". He was a contributor to the "Military Engineer" and the "Engineering News Record".

During the last years of his active service "Sox" was afflicted with an organic ailment which caused him much suffering but which he bore with his characteristic courage and patience. He was retired on account of physical disability on January 31st 1937. After his retirement Colonel and Mrs. Schulz took up their residence in Berkeley, California, where they built a home at 204 El Camino Real. Schulz's death occurred there on March 3, 1951. During his retirement he not only maintained his professional interests but found much pleasure and recreation in painting and in occasional travel. The happy home life with his parents and brothers and sisters, which he had enjoyed in childhood and in adolescent years, was reflected in the family life of his own mature years.

On October 12, 1898 he married Miss Katherine Julia Muhleman, whom he had met and courted since his furlough summer. There was a very happy married life. He was a devoted husband and father and his kindly personality radiated not only to his family circle but out and beyond to all who knew him. His was that rare and beautiful gift, a genius for friendship.

Schulz is survived by Mrs. Schulz and three daughters: Gertrude A. Hausman, wife of Colonel William A. Hausman, Air Force Reserve, of Seattle, Wash.; Katherine L. Bruce, wife of Colonel Albert W. Bruce, Engineer Reserve, of Berkeley, California; and Caroline E. Service, wife of Mr. J. S. Service, of Washington, D. C. Also surviving is a sister, Mrs. Harold W. Cammanns of Newport, R. I.; two brothers, William H. Schulz of Wheeling, West Virginia, and Brig-Gen. John W. N. Schulz, U.S. Army, Retired, Washington, D. C.; and eight grandchildren.

Funeral services were held March 6th at the chapel of the Presidio of San Francisco, followed by interment in the Presidio National Cemetery. Dr. Vere V. Loper, minister of the First Congregational Church of Berkeley, of which Colonel and Mrs. Schulz were members, conducted the services at the chapel. Chaplain Dayton D. Drake, U.S. Army, officiated at the committal service. Of the thirteen pallbearers nine were Army officers, two were Navy officers, and two were neighbors in civil life.

At the chapel service preceding the interment Doctor Loper delivered a very impressive address of which the following are extracts: "He had a sterling sense of honor. His duty was a paramount consideration with him. He never shrank from it". * * * "We honor him for his sense of beauty. He loved the beautiful and was able to create it as well as admire it. He found great satisfaction in his paintings. They reveal the cultural depth of his life." * * * "We pay our honor to him for his capacity for friendship. His friends meant a great deal to him." * * * "His life was rooted and grounded in religion. His loyalty to the church was a lifelong concern. The fine qualities of his life were in part the fruit of his belief in God and his desire to be true to his religious convictions." In this address Doctor Loper made a summation of "Sox's" character which we who were privileged to know him and who were his lifelong comrades can recognize as having been more than well earned.

Schulz has joined "Those immortal souls who live again in minds made better by their presence".

R. C. L.

Charles Franklin Severson

NO. 4191 CLASS OF 1903

DIED FEBRUARY 17, 1951, AT LOS ANGELES, CALIFORNIA, AGED 71 YEARS.

CHARLES FRANKLIN SEVERSON

[REDACTED] and entered West Point with the Class of 1903. He died in Los Angeles, California, on February 17th, 1951.

Severson was known variously to his many friends as "Charles", "Norsky" and "Sep". His quiet, genial dignity endeared him to his classmates and won the respect of all his associates in the Corps of Cadets and of the officers at the Academy. He was a man who walked through his cadet days and his mature life with a friendly smile, leaving behind him a host of friends as he went through life.

He was an "A" Company man and he and Douglas MacArthur had become such close friends that for their last two years they roomed together. MacArthur took great



pride in Charles' record at the Academy and in later life. Few friendships have been more steadfast and sincere.

Before entering West Point, Severson served six months in the Michigan National Guard. He joined the Infantry on graduation. His first assignment was to the 24th Infantry, and he served with that regiment at Fort Sheridan, Fort Harrison and in the Philippine Islands. This first taste of the tropics pleased him and proved to be the forerunner of several years of service near the equator.

The assignment which always had a place close to his heart was in 1909 as PMS&T at St. John's Military Academy at Delafield, Wisconsin, because he had attended that school as a boy. It was at this time that he received his first promotion—to First Lieutenant—a promotion which paled into insignificance in later life, but which at the time was gratifying as the step from the ground to the first rung of the ladder of service. This tour of duty at his old school lasted four years, and for many more years he was to enjoy serving at the same school on later tours of duty. General Roy F. Farrand, the Headmaster of St. John's, wrote of him at the time of his death, "Working with him for some sixteen years I knew him as a grand man and a good soldier. I am sure that he will be welcome as he reports to the Great Commander on the other side".

For the next two years he was a company commander in the 17th Infantry at Fort Mc-

Pherson and later in the rough and rugged Texas frontier country of Eagle Pass. Then came three years back at his school, St. John's Military Academy, during which time he received his Captaincy. By this time we had entered the First World War and he was assigned to the 41st Infantry and participated in its training at Fort Snelling and Fort Crook. From the regular grade of Captain, "Sep" reached the temporary grade of Lieutenant Colonel during the war years, then returned to the regular grade of Major. In 1919 he went back to his old school, St. John's, for another tour of four years. He took the courses and graduated from the Advanced Course of the Infantry School in 1924 and the Command and General Staff School in 1925 as a Distinguished Graduate. He enjoyed service at both of these schools, for his natural desire to add to his fund of military knowledge made the courses pleasant, and being with so many old and new friends among the student officers fitted in with his love for people generally. He next served for three years as Officer in Charge of Corps Area Zone of Interior and Assistant Liaison Officer of Organized Reserves at 5th Corps Area Headquarters.

At this stage of Severson's career he was to receive his preliminary training in the forces charged with the defense of the Panama Canal. For one year he was Executive Officer of the 14th Infantry near the Caribbean end of the Canal, and for one year he was Executive Officer at Fort Clayton, near the Pacific end—where he was to serve as commanding officer in his next tour of duty in the Canal Zone, while his classmate, Campbell B. Hodges commanded at Fort Davis.

Severson graduated from the Army War College and then was appointed Secretary of the General Staff when his good friend, classmate and roommate, Douglas MacArthur, was Chief of Staff. This was the service that ranked in "Sep's" mind as that which brought him closest to his real place in the sun where we all knew he belonged. He made a splendid Secretary, as those who were in Washington at the time will confirm. When MacArthur finished his service as Chief of Staff in 1935, he went to the Philippine Islands to begin what was to be his long service there. He asked for the services of Severson in his initial work with the Philippine Army, but the request was not granted. "Sep" had been scheduled for important duties in Panama.

Severson, now a Colonel, returned to the Canal Zone, and assumed the responsibilities of Commanding Officer of the 33rd Infantry and Post Commander of Fort Clayton. When the Seversons arrived at their new post, they were right in the midst of the Class of 1903. They were in their glory. "Scraggy" Hodges was there commanding the 14th Infantry, Julian Schley was on duty as Governor of the Panama Canal, Fred Smith was Chief of Staff of the Department, and Turtle and some others of the Class from time to time held various posts of command. Pete Miller, sports writer for the newspaper, "The Panama-American", wrote of him in his column at the time: "Commanding Officers are Commanding Officers as a rule, but when you run into one that fairly radiates regular fellowship then you've met a combination that is hard to beat—Colonel Severson is the gentleman in question—commanding officer at Fort Clayton".

Through his training of the regiment, which he revised to conform better to its mission, culminating in the annual maneuvers for the defense of the Canal, the 33rd Infantry stood out. He filled his position as leader of his regiment and as post commander with marked distinction. Charles, as commanding officer, and Antoinette, as the Colonel's charming lady, gave to the post and regiment a tone which distinguish-

W. J. BARDEN

DIVISION ENGINEER

1923 - 1927



GUSTAVE R. LUKESH

DIVISION ENGINEER

1927 - 1931



in Rose Hills Memorial Park, Whittier, California.

Colonel Lukesh [REDACTED], the son of Frank and Emma Lukesh. He was a nephew of Colonel G. J. Fiebeger, who was Professor of Engineering at the U.S.M.A., 1896-1922. All of his early education was received in his home town. He was in the Sophomore class (1898) at Buchtel College (now the University of Akron) when he received his appointment to the Military Academy.

Gus was one of the bright outstanding stars of his class in nearly all academic subjects, graduating as No. 3, and being commissioned on graduation in the Corps of Engineers. In less than a year, by reason of the expansion of the Army in 1901, he reached the grade of 1st lieutenant. Thereafter he passed through all intermediate grades and attained the permanent rank of colonel in 1928.

His first duty was at the Engineer School, U.S. Army, then at Fort Totten, N. Y. This was followed by a short tour on River and Harbor duty at Montgomery, Alabama. In June, 1901 he proceeded from Fort Totten

Gustave Rudolf Lukesh

NO. 3942 CLASS OF 1900

DIED NOVEMBER 7, 1949, AT PASADENA,
CALIFORNIA, AGED 71 YEARS.

CLASSMATES and friends were startled at news of the unexpected death of Gus Lukesh at Huntington Memorial Hospital, Pasadena, California. The proximate cause was pneumonia, following a severe operation, which he was too weak to resist. He is interred

cratory in Schenectady, and lives in Scotia, a suburb. Both sons are married, each having three children, who were the joy of their grandfather's life.

Gus Lukesh exemplified throughout his life all that we mean by the saying "an officer and a gentleman", a fine officer and a splendid gentleman. Endowed by nature with outstanding intellectual qualities, and the energy and courage to use them, he enjoyed the confidence of his superiors, and was called to many important duties, which were performed with marked success. To those who knew him best he was a kindly and loyal friend, and an entertaining and charming companion. As to his home life, we quote the modest tribute of his wife: "Gus was a fine man and a fine husband, unselfish, unassuming, true and honest in all his actions. His first thought was always for his family, and he was happiest in his home with me and the family".

P. S. B.

to the Philippines with Co. H, Engineers. Two years later he returned to the United States, and in December, 1903 was detailed as assistant in the Boston Engineer District. Here he continued on duty for two and one half years. Having reached the grade of captain he was next assigned to the important post of Secretary of the Mississippi River Commission at St. Louis. Here he performed many duties, including that of recorder of a board to report upon a proposed 14 foot waterway from St. Louis to the Gulf, Engineer of the 15th Lighthouse District, and at various times in charge of the District Engineer Offices in St. Louis, Memphis, and Little Rock.

From 1909 to 1914 Captain Lukesh was again on duty with troops at various posts in the United States. In January, 1912, he went again to the Philippine Islands, and, being promoted to major in 1913, remained in the Islands in command of the 3rd Battalion of Engineers until the summer of 1914. He was also Assistant to the Chief Engineer of the Philippine Division, and in charge of the mapping of the Islands.

Returning to the United States, Major Lukesh was assigned to duty as Director of Civil Engineering at the Engineer School, then at Washington Barracks, D. C. After the declaration of war against Germany, he was assigned (August 6, 1917) to command of the newly organized 1st Regiment of Engineers, supervised its organization and training and remained in command until October 1917. He held the temporary grade of colonel throughout the War.

There being need of a specially qualified officer to organize the new Army Engineer and Army Gas Schools at the School Center (Langres), Colonel Lukesh was selected for the duty, and served as such until the end of February, 1918. He was then assigned as Assistant to the Chief Engineer of the A.E.F., until May 1918, when he returned to the United States for duty with the War Plans Division of the General Staff until September, 1918. His last wartime assignment was as commanding officer of the new 73rd Engineers (Searchlight), organized at Washington Barracks, D. C.

Following demobilization Colonel Lukesh was returned to his permanent rank of major, and assigned as Engineer of the Charleston (S.C.) District until March, 1920. He was promoted to permanent grade of lieutenant colonel in 1920.

His next station was Louisville, Ky., where, as District Engineer, he was as always exceedingly busy. He was charged with the building of locks and dams of the Ohio River Canalization project (the world's largest), and as a member of the Mississippi River Commission. He was also charged with supervision of training of reserve engineer units in his area.

In June, 1925 Colonel Lukesh assumed the duties of Division Engineer of the Pacific Division of the U.S. Engineer Dept., serving also as a member of the California Debris Commission, and as Engineer of the IX Corps Area.

In the summer of 1927 he was transferred to Portland, Oregon, as Division Engineer of the North Pacific Division, and District Engineer of the Portland District, including the Columbia River and its tributaries, and coast ports in that locality. During this assignment he was called to St. Louis for special duty with the Mississippi River Commission, following the great flood of 1927, a duty for which he was especially qualified by reason of his experience and familiarity with conditions on the Mississippi. He continued as Division Engineer in Portland until 1931. In 1928 he was promoted to the permanent grade of colonel, Corps of Engineers.

From 1931 to 1935 Colonel Lukesh was in New York City as District and Division Engineer, serving also as a member of the Board of Engineers for Rivers and Harbors.

Colonel Lukesh's final assignment on active duty was in January, 1936, as Engineer of the VIII Corps Area with station at Fort Sam Houston, Texas. Here he served until his retirement for physical disability, September 30, 1938.

Upon retirement Gus and his wife moved to San Gabriel, California, where their elder son, Waite, was living. Here they acquired a permanent home, which he greatly enjoyed remodeling to meet his desires. They had lived in their new home only six months when Colonel Lukesh was ordered back to active duty in January, 1941, as Engineer of the IX Corps Area at the Presidio of San Francisco. After the Pearl Harbor attack the corps area headquarters was moved to Fort Douglas, Utah. Here he was relieved from active duty in October 1942. He and Ruth, who accompanied him on all his travels, returned to their comfortable home in San Gabriel, "retired in the full sense of the word", where they lived quietly but happily until Gus' death.

Colonel Lukesh, then a young captain, was married December 21, 1907, at Boston to Ruth Stevens, daughter of David K. Stevens and Jennie Stevens, née Waite. They had two sons, Frank Waite, born in 1912, and Joseph Stevens, born in 1915. The boys were educated as engineers at Brooklyn Polytechnic Institute and Massachusetts Institute of Technology, respectively. Waite lives with his family at San Gabriel, where he is an engineer with the C. F. Braun Construction Company, builders of oil refineries. The younger son, Joseph, is a scientist with the General Electric Atomic Research Lab-



THOMAS R. ROBINS

DIVISION ENGINEER

1934 - 1938



DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

STATEMENT OF MILITARY SERVICE

of

THOMAS MATTHEW ROBINS, 01 890
Born 14 March 1881, Snow Hill, MD
Appointed from Maryland
B. S., USMA, 1904

Cadet, USMA	19 Jun 1900
2d LT, CE, RA	15 Jun 1904
1st LT, CE, RA	9 Sep 1906
Capt, CE, RA	27 Feb 1912
Maj, CE, RA	14 Apr 1917
LTC (Temporary)	5 Aug 1917
Col, CE, NA	14 Jan 1918
LTC, CE, RA	29 Dec 1927
Col, CE, RA	1 Apr 1935
Brig Gen, CE, RA	1 Sep 1939
Maj Gen, AUS	28 Jan 1942

SERVICE SCHOOLS

USMA, West Point, NY, 1904
Engineer Sch, Washington Barracks, D. C., 1907
Hon Grad Comd & Gen Staff Sch, Fort Leavenworth, KS, 1923
Army War College, Washington, D. C., 1926

SERVICE

Thomas M. Robins was appointed cadet from the state of Maryland and entered the U. S. Military Academy, West Point, NY, 19 June 1900. He graduated, standing No. 8 in a class of 124 members, with a B. S. degree and accepted a commission as second lieutenant, Corps of Engineers, Regular Army, 15 June 1904. He entered on active duty with Co F, 2d Battalion of Engineers and later served with Company D 1st Battalion of Engineers and Company M, 3d Battalion of Engineers to October 1906 during which time he was on special duty in the Department of Roads and Grounds, then served as Quartermaster and Commissary at Fort Leavenworth, KS. From August 1907 to February 1908, he served with the Corps of Engineers at Norfolk, VA making surveys in connection with the land defense of Fort Monroe and

Norfolk, VA. During the next three years, he served with the 2d Battalion of Engineers at Camp Columbia, Cuba and with the Corps of Engineers in the Defensive Works, Philippines Division. From March 1912 to October 1914, he served with the 1st Battalion of Engineers at Washington Barracks, D. C., and later served with Eastern Department and Board of Engineers stationed at New York to July 1916. During World War I, he served as Engineer Officer and Port Storage Officer at Hoboken, NJ and New York City and later served with the Northeast Division stationed at Providence, Rhode Island to December 1920. After serving as Assistant to the Chief of Engineers, Washington, D. C. to June 1922, he was an honor graduate at the Command and General Staff School, Fort Leavenworth, KS in August 1923, standing No. 3 in a class of 151 students. He then served as Assistant Professor of Engineering at West Point, NY during the next two years. After graduating from the Army War College, Washington, D. C., in 1926, he again served in the Office, Chief of Engineers, Washington, D. C. to November 1929. He then served as Division Engineer, South Pacific Division and Pacific Division stationed at San Francisco, CA to June 1934, and as Division Engineer, North Pacific Division, Portland, Oregon to May 1938. During World War II, he served as Deputy Chief of Engineers, Office, Chief of Engineers, Washington, D. C. He was retired for statutory age 31 March 1945; recalled to active duty 1 April 1945 and reverted to retired status 31 December 1945. He died 25 May 1965 at Oswego, Oregon while in a retired status.

AWARDS

He was authorized the Distinguished Service Medal with one Bronze Oak Leaf Cluster, Mexican Border Service Medal, World War I Victory Medal, American Defense Service Medal, American Campaign Medal, and World War II Victory Medal.

ACTIVE SERVICE

He is credited with active service as a commissioned officer from 15 June 1904 to 31 December 1945.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

T. M. Robbins



Gen. Thomas M. Robins

A retired major general of the U.S. Army Engineers, Thomas M. Robins, who had made his home in Glenmorrie since 1946, died Tuesday at his home. The funeral service will be at 12:15 p.m. tomorrow (Friday) in Christ Episcopal church with Rev. John R. B. Vance officiating. Vault interment with full military honors will follow at the Willamette National Cemetery.

Gen. Robins

He attended Dickinson College in Carlisle, Pa., prior to his appointment to the U.S. Military Academy at West Point, N. Y., where he graduated as a second lieutenant in 1904. Later he spent two years teaching there.

During World War I he became a full colonel and was in charge of embarkation of troops and supplies from the Port of New York. He received the Distinguished Service Medal. After the war he was a major for 14 years, working for the Corps of Engineers, mostly on rivers and harbors in various parts of the country. He served in the Chief Engineer's office in Washington, D. C., before going to San Francisco in 1929 as division engineer for the whole Pacific area, including Alaska and Hawaii. When the office was divided in 1933 Robins headed the North Division and came to Portland.

In the next five years he superintended the engineering and construction of Bonneville dam. In 1938 he assumed command at Ft. Belvoir, Va., and the following year he was appointed assistant of engineers. During World War II he was deputy chief of engineers for construction, and received the Oak Leaf Cluster. He supervised such projects as the Alaskan highway and the Hanford Atomic En-

ergy Commission plant, and also worked on the St. Lawrence Seaway.

After Gen. Robins retired in June 1948, he was employed as consultant for the Portland General Electric Co. and the Idaho Power Co. In Congress he testified against the proposed high dam at Hells Canyon. He also opposed the proposed Columbia Valley Authority.

Gen. Robins was an honorary member of the American Society of Civil Engineers. He was president of the Northwest Power Supply Co. His wife died last year.

He was planning to attend the graduation next week of his grandson, Thomas R. Weinel, from the U.S. Naval Academy at Annapolis.

Survivors are his son, Thomas M. Robins, Jr., of Palo Alto; a daughter, Mrs. August F. Weinel of Lake Oswego; a brother, James B. Robins of Ocean City, Md., and five grandchildren. They are Thomas M. Robins III of Palo Alto, Shirley E. Robins, taking graduate work at Harvard; F. W. Weinel II of Lake Oswego; Thomas R. Weinel; and Eleanor F. Weinel, a student at Dickinson College.

Lake Oswego Review

May 27, 1965

Obit

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JOHN C. H. LEE

DIVISION ENGINEER

1938 - 1940



STATEMENT OF MILITARY SERVICE

of

JOHN CLIFFORD HODGES LEE, 02 582
Born 1 August 1887, Junction City, Kansas
Appointed from Kansas

Cadet, USMA, West Point, New York	24 Jun 1905
2nd Lt, CE, RA	11 Jun 1909
1st Lt, CE, RA	27 Feb 1912
Capt, CE, RA	3 Jun 1916
Maj (Temporary)	5 Aug 1917
Lt Col (Temporary)	14 Feb 1918
Col (Temporary)	1 Aug 1918
Maj, CE, RA	16 Feb 1920
Honorably discharged as Col, U. S. Army only, reverting to grade of Maj, Regular Army	15 Mar 1920
Lt, Col, CE, RA	1 Dec 1933
Col, CE, RA	1 Jun 1938
Brig Gen, AUS	1 Oct 1940
Maj Gen, AUS	14 Feb 1942
Lt Gen, AUS	21 Feb 1944

SERVICE SCHOOLS

BS, USMA, West Point, New York	1909
The Engineer School, Washington Barracks, D. C.	1911
Army General Staff College, Langres, France	1918
Army War College, Washington, D. C.	1932
Army Industrial College, Washington, D. C.	1933

SERVICE

He first served at Detroit, Michigan, on river and harbor duty, from September to December 1909, when he was ordered to the Panama Canal Zone. He returned to the United States in May 1910, and was on river and harbor duty at Rock Island, Illinois, and at Pittsburgh, Pennsylvania, to August 1910. He then enrolled in the Engineer School at Washington Barracks, D. C., and remained there until October 1911. He next served at the Ohio National Guard Camp of Instruction at Fort Leavenworth, Kansas, to August 1912.

He was Secretary of the Military Section of the Inaugural Committee in the Office of the Chief of Staff for the 1913 Presidential Inaugural at Washington, D. C., then went to Texas City, Texas, serving there until September 1913. He thereafter was on duty in connection with the military survey of Guam to July 1914, and then proceeded to the Philippines, where he became Senior Topographical Inspector until October 1915. He prepared the Manual for Topographers, Philippine Department. Upon his return to the United States he served in district engineer work at Wheeling, West Virginia, to April 1916, then took charge of dam construction on the Ohio River to October 1916. He returned to Wheeling, West Virginia, where he remained on duty until April 1917.

Lee, John Clifford Hodges, 02 582

He was Aide to Major General Leonard Wood of Governors Island, New York to May 1917, and at the Headquarters for the Southeastern Department in Charleston, South Carolina, to the following August. He was also a member of the Camp Site Board for the Southeastern Department. For the next several months he was Acting Chief of Staff, 89th Division, at Camp Funston, Kansas.

He sailed for France in February 1918, and was graduated from the Army General Staff College at Langres, France, in May 1918. He served as Assistant Chief of Staff, G-2, 82nd Division, from June to July 1918. In this period he was successively attached to the 71st Division, British Expeditionary Force, in line opposite Albert; in Toul, France; and in Lucey, France. He was Assistant Chief of Staff, G-3, in the Reynal Training Area, to October 1918.

He served at Noviant and Flirey during the St. Mihiel Offensive, and at Euvezin for battle reorganization; at division headquarters at Euvezin, Commercy and Recicourt, while the 89th Division moved from sector to reserve in the rear of the Argonne Offensive; at Gesnes during the 89th Division's occupation of Epinonville Sector and preparation for the final drive of 1 November 1918; and at La Dhuy, Barricourt and Tailly during the advance on and beyond the Meuse from 1 to 11 November 1918. During the march to and occupation of the American area in rear of the Coblenz Bridgehead, he was successively at Stenay, France; at Dampicourt and St. Leger, Belgium; at Mersch and Echternach, Luxembourg; and at Kyllburgh, Germany.

He returned to the United States in June 1919, to demobilize the 89th Division Headquarters at Camp Upton, New York, and Camp Funston, Kansas. The following year he served in the Office of the Chief of Engineers, Washington, D. C., to August 1919, and later on the General Staff for the Sixth Corps Area until April 1921, when he went to the Philippines for two years' service. From September 1923 to July 1926 he again served in the Office of the Chief of Engineers, Washington, D. C. He was District Engineer in charge of navigation improvements and flood control work of the Mississippi River, also improvements to the Red, Ouachita and Yazoo Rivers and tributaries, with headquarters at Vicksburg, Mississippi, from July 1926 to August 1931.

He was a student at the Army War College, Washington, D. C., to June 1932; instructor at the Army Industrial College, Washington, D. C., to 26 April 1934; and in the Office of the District Engineer, South Atlantic Division, at Washington, D. C., to September 1934. He then went to Philadelphia, Pennsylvania, where he served as District Engineer, North Atlantic Division to March 1938.

In April 1938 he assumed the duties of Assistant and Division Engineer, North Pacific Division, at Portland, Oregon. In October 1940 he was ordered to Fort Mason, California, where he assumed command of the Port of Embarkation. He was assigned to duty with the 2nd Infantry Division at Fort Sam Houston, Texas, in October 1941.

Lee, John Clifford Hodges, 02 582

He commanded the Services of Supply in the European Theater of Operations from 1942. He was later assigned the additional duty of Deputy Theater Commander for the European Theater of Operations. On 7 June 1944, he was named Commanding General of the Communication Zone, European Theater of Operations and on January 1946, he was named Commanding General of the Mediterranean Theater of Operations.

General Lee returned to the United States in September 1947 and entered Letterman General Hospital, San Francisco, California, in October. He was retired by reason of physical disability on 31 December 1947 with over 40 years service.

AWARDS

He was authorized the Distinguished Service Medal with one Oak Leaf Cluster; Distinguished Service Medal (Navy); Silver Star; Legion of Merit; Bronze Star Medal; World War I Victory Medal with three battle clasps; American Defense Service Medal; European-African-Middle Eastern Campaign Medal with four bronze battle stars; World War II Victory Medal; and the Army of Occupation of Germany Medal.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

RICHARD PARK

DIVISION ENGINEER

1940 - 1942





DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

STATEMENT OF MILITARY SERVICE

of

RICHARD PARK, 02 211
Born 20 November 1883, Malden, MA
Appointed from New Hampshire
B. S., USMA, 1907

Cadet, USMA	1 Aug 1903
2d LT, CE, RA	14 Jun 1907
1st LT, CE, RA	27 Feb 1911
Capt, CE, RA	27 Feb 1914
Maj, CE, RA	15 May 1917
LTC (Temporary)	5 Aug 1917
Col, CE, NA	19 Jul 1918
LTC, CE, RA	1 Oct 1930
Col, CE, RA	1 Oct 1935

SERVICE SCHOOLS

USMA, West Point, NY, 1907
Engr Sch, Washington Barracks, D. C., 1911
Comd and Gen Staff Sch, Fort Leavenworth, KS, 1925
Army Industrial College, Washington, D. C., 1926
The Army War College, Washington, D. C., 1930

SERVICE

Richard Park was appointed cadet and entered the U. S. Military Academy, West Point, NY, 1 August 1903. He graduated from the Academy with a B. S. degree, standing No. 7 in a class of 111 members; accepted a commission as second lieutenant, Corps of Engineers, Regular Army, 14 June 1907, and entered on active duty with the Corps of Engineers, Boston, MA. In June 1908, he completed proposed system for Land Defense Project for the Artillery District of Puget Sound and was commended by Brigadier General W. W. Wotherspoon. During the next few months, he was on detached service surveying parts of Clatsop and Tillamook Counties in Oregon and later served

with 1st Battalion of Engineers to October 1911. After serving with the Corps of Engineers in the Philippines from December 1911 to November 1914, he served with the Pacific Division, Corps of Engineers, at San Francisco, California to January 1918. During the following year, he commanded Camp A. A. Humphreys, VA, supervising its construction, and later was awarded the Distinguished Service Medal for the rapid development and successful administration of the Engineer Training School and Mobilization Camp at that station. He then served as Camp Executive Officer and commanded the 5th Engineer Regiment at that station to July 1920. After serving as District Engineer, Second District, Portland, Oregon to July 1924, he attended the Command and General Staff School, Fort Leavenworth, KS and the Army Industrial College, Washington, D. C. to January 1926. He then served as Chief, Supply Section, Office, Chief of Engineers, Washington, D. C., to June 1929. After serving as District Engineer, Boston, MA to January 1934, he commanded the 11th Engineers and the Post of Corozal, Canal Zone to February 1936. After serving as District Engineer, Mobile, AL to October 1940, he served as Division Engineer, North Pacific Division, Portland, OR and Seattle, WA to date of retirement on 30 November 1943. He was recalled to active duty 1 December 1943, assigned to Camp Abbot, OR, and released from active duty on 31 March 1944.

AWARDS

He is authorized the Distinguished Service Medal, Legion of Merit, American Defense Service Medal, American Campaign Medal, World War II Victory Medal, National Defense Service Medal and World War I Victory Medal.

ACTIVE SERVICE

He is credited with active service as a commissioned officer from 14 June 1907 to 31 March 1944.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

THERON D. WEAVER

DIVISION ENGINEER

1946 - 1949

March 23, 1946

HERON D. WEAVER

(Born Mich.)

HERON D. WEAVER

MILITARY HISTORY.- Colonel Theron D. Weaver, who served in 1937-39 as District Engineer of the Bonneville District, in charge of the construction of the Bonneville Dam, and other engineer works in the district will return to the Pacific Northwest as Division Engineer of a re-established North Pacific Engineer Division. Announcement of his appointment was made in Washington this week by Lt. Gen. R. A. Wheeler, Chief of Engineers.

Colonel Weaver brings to his new post a familiarity with the problems peculiar to the area in which he served before plus an engineering experience greatly enriched by important wartime assignments both in this country and in the European Theater of Operations.

Re-establishment of the North Pacific Division -- which had been combined with the South Pacific Division to make the Pacific Division at the start of the War -- is in line with the intensification of Engineer activities in the Northwest and is designed to give more detailed attention to engineering projects important to future development of that area.

In October, 1939, when War seemed imminent, he was ordered from his Bonneville post to Washington as Chief of the Power and Fuel Division in the Office of the Under Secretary of War and, a year later, was named Chief of the Construction Division in that office at a time when industrial and military construction was reaching its peak.

Upon the formation of the Services of Supply in March 1942, he was assigned to duty in the Resources Division, becoming Chief of that division in July 1942. A month later, he was promoted to the rank of Brigadier General, a rank he held throughout the War. He later became Deputy Director of the Production Division of the Army Service Forces. He was also the Army Member of the Executive Committee of the Army and Navy Munitions Board.

In September, 1944, when the supply of oil, petroleum and lubricants for U. S. Armed Forces in Europe became a key to victory, he was sent to Europe to join the G-4 section of SHAEF in charge of Petroleum, Oil and Lubricants, directing the U. S. part of that operation until the War ended. With the War over and the Chief Engineer for the European Theater made responsible for getting battered German industry in the American Zone of Occupied Germany back into production, General Weaver was given the job of building the organization and implementing the program. This included the production of lumber, building materials, mining operations, petroleum.

With this organization set up and its operation transferred to Military Government, General Weaver, in October 1945, was ordered back to Washington

THERON D. WEAVER

Military History (Cont'd)

as Director of Military Supply in the Office, Chief of Engineers. He left this post to take over the new division.

Born in Detroit, Michigan, December 2, 1892, Colonel Weaver was educated at the University of Michigan, receiving his B. S. degree in Electrical Engineering in 1916. Commissioned a second lieutenant in the Engineer Reserve in February, 1917, he went on active duty May 7, 1917. In November, 1917, he was on his way to France where he was first stationed at General Headquarters, American Expeditionary Forces. Later, he served in battle areas with the British, French and with the U. S. 29th Engineers. He participated in the engagements at St. Mihiel, and Meuse-Argonne. After the Armistice he served in the Construction Division of the AEF at LeMans; later in Paris and London as Assistant to the Chief Engineer of the AEF as well as the 1st Engineers in the occupation forces at Coblenz, Germany.

Returning to the U. S. in October, 1920, he was first assigned to the New York Engineer District. Later he entered and was graduated from the Infantry School at Fort Benning, Ga. and served as an instructor at the Engineer School, Fort Humphreys, Va.

In August, 1928, he went to Fort Worth as instructor with the Texas National Guard. In June, 1934, he was graduated from the Command and Staff School, Fort Leavenworth, Kansas; from the Army War College in June, 1935.

His next assignment was as military assistant to the District Engineer in New Orleans, La., and in October, 1935, he became Assistant Director of the Los Angeles (Calif.) District, Works Progress Administration. From there, in July, 1937, he went to the Bonneville post from which he was called to Washington during the War emergency.

ORVILLE E. WALSH

DIVISION ENGINEER

1949 - 1952



O. E. WALSH

(Born Ohio) O. E. WALSH

MILITARY HISTORY.- Colonel O. E. Walsh was appointed Division Engineer of the North Pacific Division, effective July 1, 1949, after serving as District Engineer of the Portland District for more than three years. As Division Engineer he has jurisdiction over three engineer districts in the Pacific Northwest - the Portland, Seattle, and Walla Walla Districts - and also over the Alaska District in the Territory of Alaska. He is responsible for the carrying out of river and harbor improvements in the region under his jurisdiction, in accordance with Congressional directives, including improvement work for navigation and flood control and other multiple-purpose uses such as the development of hydroelectric power in the division area. He also has charge of military construction work in the Pacific Northwest and Alaska.

Colonel Walsh on December 1, 1949 was named a member of the Board of Engineers for Rivers and Harbors, a permanent body sitting in Washington, D. C. to which all project reports of the Corps of Engineers are submitted.

Colonel Walsh [REDACTED] [REDACTED] [REDACTED] [REDACTED], and grew up in Washington, D. C. He attended the United States Military Academy at West Point, graduating November 1, 1918, and served in the Army overseas in World War I. Following the Armistice he was in the Army of Occupation in Germany for a short period.

From 1920 to 1923, he served at Fort Sam Houston, Texas, and from 1923 to 1927 he was an instructor in engineering at West Point. He was attached to the Office of the Chief of Engineers in Washington from 1927 to 1929. Assigned to a tour of duty in China and the Philippines, he remained abroad until 1931 and then returned to the United States and served at Kansas City, Missouri, from 1931 to 1936, the last three years as District Engineer. His office handled the planning and design of Fort Peck Dam in Montana during those years.

Colonel Walsh served in Panama, attended the Command and General Staff School at Fort Leavenworth, Kansas, and then went to Nashville, Tennessee, as District Engineer. In Nashville he directed the design of three multiple purpose dams in the Cumberland Valley. These were a part of "A Comprehensive Plan for the Development of the Cumberland Valley." The program calls for six flood control and power dams and several navigation and power dams; three of the former are under construction, with one nearing completion. The projects were interrupted by the War and the work is now being resumed.

Colonel Walsh was called for duty overseas in February, 1943, serving with the Sixth Army as assistant engineer under General Krueger. For reconnaissance with an engineering unit prior to the landings on Woodlark and Kiriwina Islands, northeast of New Guinea, ahead of the Sixth Army assault troops, he received the Legion of Merit.

O. E. WALSH

Military History (Cont'd)

As head of an Engineer Construction Brigade, he participated in the Leyte and Luzon operations and was in charge of all heavy construction and engineering for the Luzon operations. The latter included the rehabilitation of Manila for which he was awarded the Distinguished Service Medal. For rapid construction of a railroad from Lingayon Gulf to Manila, he was awarded the Bronze Star.

"For exceptionally meritorious service in carrying out the mission of the Nashville Engineer District," he was awarded an Oak Leaf Cluster to the Legion of Merit.

One of the outstanding events in Colonel Walsh's three years of service in the Pacific Theater of War was the witnessing of the Japanese surrender and the formal signing of the peace terms aboard the Battleship Missouri in Tokyo Bay.

Colonel Walsh returned to the United States, November 28, 1945, landing in Portland, Oregon. After a short period of duty in Washington, he was assigned to the Portland District as District Engineer. He succeeded Colonel Theron D. Weaver as Division Engineer July 1, 1949, when Colonel Weaver was given a new assignment in the European Command overseas.

In 1952 he was assigned as Division Engineer, Mediterranean Division. In February, 1953, he became Deputy Director of the Joint Construction Agency in France. He retired as a Brigadier General on May 31, 1954.

EMERSON C. ITSCHNER

DIVISION ENGINEER

1952 - 1953



August 14, 1956

EMERSON C. ITSCHNER

(Born Ill.) EMERSON C. ITSCHNER

MILITARY HISTORY. - Major General Emerson C. Itschner will become Chief of Engineers, U. S. Army, effective October 1, 1956, succeeding Lieutenant General Samuel D. Sturgis, Jr., who has applied for retirement.

President Eisenhower, on August 10, 1956, announced the recess appointment of General Itschner to the top post in the Corps of Engineers. The appointment is subject to Senate confirmation when Congress convenes.

General Itschner, who is 53 years of age, is one of the youngest officers to be appointed Chief of the Army Engineers. Not since 1838 has a younger man been selected for this important post, with its combined military and civil works responsibilities for the nation's defense in wartime and for the country's water resource development and control of floods in peacetime.

As Chief of the Army's fighting-building Corps of Engineers, General Itschner will head an organization that not only has had a brilliant record of service, in peace and war, since its establishment 181 years ago, but which is facing new and challenging opportunities of service geared to the modern nuclear age. He will head both a Combatant Army and a Technical Branch with a present peacetime strength of 10,000 officers, 100,000 enlisted men and 50,000 civilians. Apart from the military construction and civil works programs, he will direct the training and schooling of Engineer military personnel; the largest map-making enterprise in the world; an engineer procurement and maintenance program of the current order of \$175,000,000 annually; the management of military real estate valued at more than \$25,000,000,000; the repair and maintenance of completed Army facilities around the world; and an extensive research and development program.

General Itschner is well fitted for his new post by reason of his well rounded experience in both the military and civil works programs assigned to the Corps of Engineers.

Born in Chicago, Illinois, on July 1, 1903, General Itschner began his career with the Army Engineers in 1924, upon graduation from the United States Military Academy. In succeeding years he was given the various military, civil works and educational assignments normally given young officers.

His first assignment was as a 2nd Lieutenant with Company B, 13th Engineers, at Fort Humphreys, Virginia, now Fort Belvoir. In 1925 he was a student at Cornell University, Ithaca, New York, receiving the Civil Engineering degree in 1926. He then returned to Fort Humphreys to enter the Engineer School there for the 1926-27 term.

EMERSON C. ITSCHNER

Military History (Cont'd)

Upon his graduation from the Engineer School, he was assigned to the Alaska Road Commission, Juneau, Alaska, and remained there until 1929. While on this assignment he was made a 1st Lieutenant.

From 1929 to 1932 he served as Adjutant and Commanding Officer, Company A of the 6th Engineers, at Fort Lawton and Fort Lewis, Washington. He then served for two years as Assistant and two years as Professor of Military Science and Tactics at the Missouri School of Mines, Rolla, Missouri. He was promoted to the rank of Captain in 1935.

From 1936 to 1937 he was Assistant to the Division Engineer, Upper Mississippi Valley Division, St. Louis, Missouri. He then served for two years as Assistant to the St. Louis District Engineer. From 1939 to 1940 he was a student at the Command and General Staff School, Fort Leavenworth, Kansas.

In 1940, for a few months, he was with the 10th Engineer Battalion, and the 3rd Division, Camp Ord, California. He then became Commanding Officer of Company A, 29th Engineer Battalion, at Oceanside, California. He was promoted to Major in May 1941 and Lieutenant Colonel in December 1941. Shortly before the United States entered World War II, he was assigned to Office of the Chief of Engineers, Washington, D. C., as Chief, Air Force Construction Section.

During the early part of World War II, while the Air Force construction program was at its height, General Itschner remained in charge of Air Force construction for the Chief of Engineers. Later, in July 1943, he was sent to the European Theater of Operation, where as Engineer of the Advance Section Communications Zone in Europe, he was responsible for heavy construction within the areas of the armies which entered through Northern France. With the termination of hostilities in Europe, he was assigned as Base Commander in the Philippines.

At the conclusion of World War II, General Itschner served three years in Washington, D. C. as Chief of the Military Construction Operations Division in the Office, Chief of Engineers. From 1949 to 1950, he was District Engineer at Seattle, Washington.

In September 1950, General Itschner was named Engineer of the First Corps and served 14 months in Korea during the period of rapid advance to the Yalu River and the subsequent withdrawal. During the latter period he took charge of the demolition of military structures and installations in both the North and South Korean capital cities as the troops withdrew.

In April 1952, General Itschner was assigned as North Pacific Division Engineer, with headquarters in Portland, Oregon. In that post he was in charge of the civil and military programs of the Corps of Engineers in Oregon, Washington, Idaho, Western Montana and Alaska.

EMERSON C. ITSCHNER

Military History (Cont'd)

Two years later he came back to Washington to serve as Assistant Chief of Engineers for Civil Works. Since March 1954, he has had responsibility for supervising the investigation, planning, construction and maintenance of Federal river and harbor, flood control and multi-purpose projects.

In 1956, October 1, he was appointed Chief of Engineers, retiring as a Lieutenant General on March 31, 1961.

DON G. SHINGLER

DIVISION ENGINEER

1953 - 1954



LOUIS H. FOOTE

DIVISION ENGINEER

1954 - 1957



October 7, 1957

LOUIS H. FOOTE

MILITARY HISTORY.- Brigadier General Louis H. Foote, Division Engineer of the North Pacific Division of the Army Corps of Engineers since May 1954, has announced his forthcoming retirement from the Army effective November 30, after more than 30 years of service.

During the 3-1/2 years General Foote has headed the division, comprising Oregon, Washington, Idaho, Western Montana and the territory of Alaska, the division's civil works program averaged more than \$100,000,000 annually. Military construction contracts placed during the period by the Alaska, Seattle and Walla Walla Districts averaged about \$133,000,000 annually. Portland, the fourth engineer district in the division, has no military projects.

In addition to supervising civil and military construction programs with a combined average annual workload of approximately \$233,000,000 during his tenure of office, General Foote was charged with the responsibility of directing the review investigation of the Columbia River '308' Report. The revised report covering the entire Columbia River Basin, including the Canadian portion, is scheduled for completion next June.

Prior to his appointment as Division Engineer, General Foote was Alaska District Engineer from June 1952 to May 1954. He was District Engineer of the Memphis District for over four years previous to serving in Alaska and prior to that he was Assistant Division Engineer of the Ohio River Division in Cincinnati.

During General Foote's continuous active duty he has served in all grades from 2d Lieutenant to Brigadier General.

Earlier in his career he served in Hawaii and at various stations in the United States. He was overseas for over three years in the Asiatic-Pacific Theater during World War II and was awarded the Legion of Merit during this service.

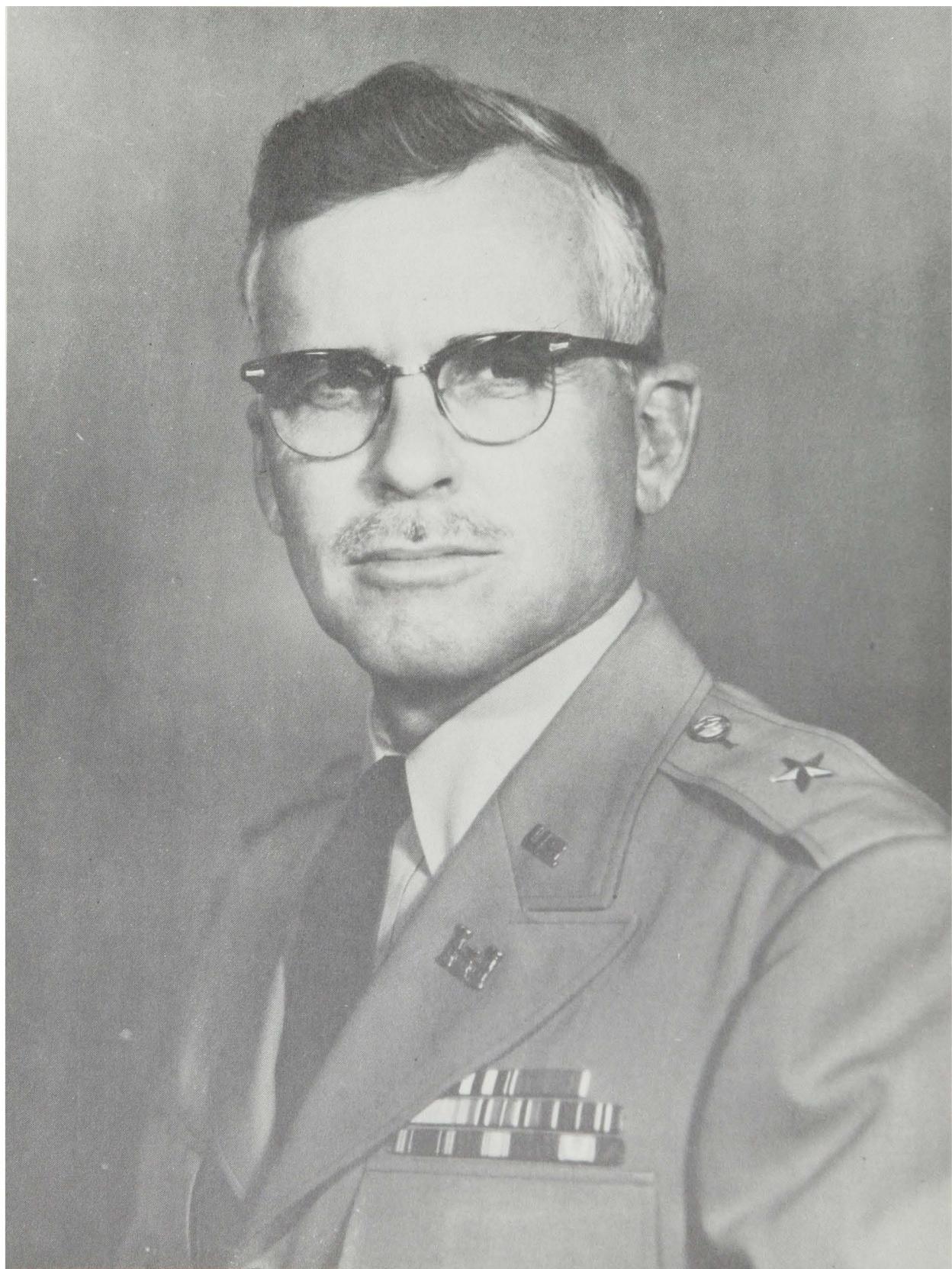
A graduate of Washington State College where he received his engineering degree in 1927, he obtained further training at the Engineer School at Fort Belvoir, Virginia. He is a registered professional engineer and a member of the American Society of Civil Engineers, Professional Engineers of Oregon, U. S. Committee on Large Dams, and the Society of American Military Engineers.

General Foote, who is married and has two sons, makes his home in Forest Grove.

ALLEN F. CLARK

DIVISION ENGINEER

1957 - 1961



ALLEN F. CLARK

(Born Mass.).....ALLEN F. CLARK

MILITARY HISTORY.- Brigadier General Allen F. Clark, Jr., who was appointed Division Engineer of the North Pacific Division, Corps of Engineers, December 1, 1957, [REDACTED] in [REDACTED]. He attended Wesleyan University, Middletown, Connecticut, for one year, then was appointed to the United States Military Academy. While at the Academy he was active in track and was captain of the cross country team first class year. He was graduated in June 1932 and commissioned in the Corps of Engineers. Later he took postgraduate work in civil engineering at Princeton University and was graduated with Degree of Master of Science in Civil Engineering.

General Clark served with the Fifth Army in Europe in World War II. He was next assigned to the Pentagon in Washington in the Office of the Chief of Military History and worked on the history of the United States Army in World War II. From 1949 to 1952 he served as Assistant Military Attaché, United States Embassy, London, England, after which he was assigned as District Engineer, Memphis District, Tennessee for three years. General Clark became District Engineer, Philadelphia District, in January 1955.

General Clark is married to the former Katherine Sauntry of Seattle, Washington, and has two children, a son and a daughter of school age.

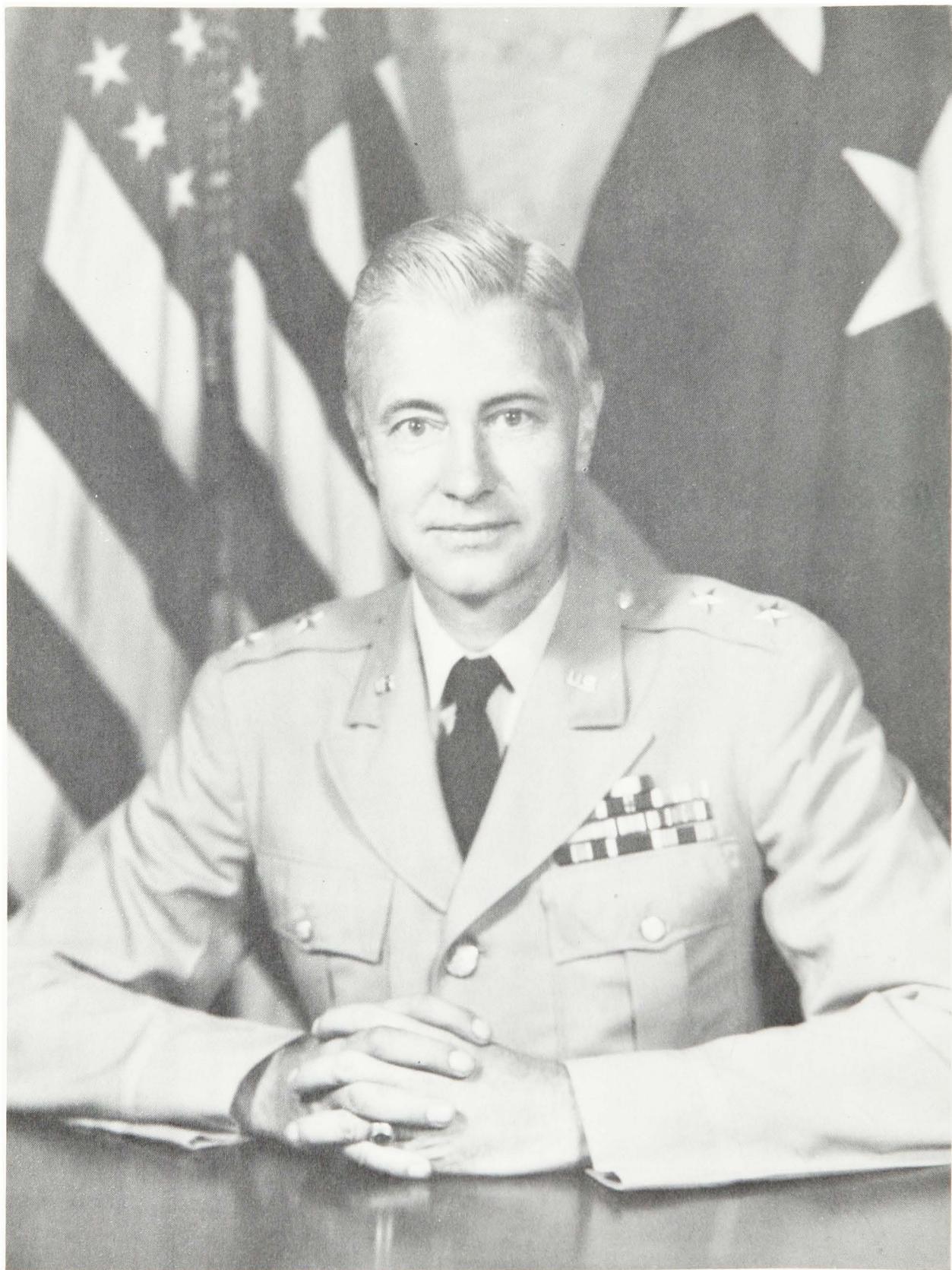
His hobby is ocean racing.

He retired as a Brigadier General on January 31, 1961.

ALFRED D. STARBIRD

DIVISION ENGINEER

1961



December 14, 1960

ALFRED D. STARBIRD

(Born Okla.).....ALFRED D. STARBIRD

MILITARY HISTORY.- Major General Alfred D. Starbird, Director of Military Applications, U. S. Atomic Energy Commission, Germantown, Maryland, has been named Division Engineer of the North Pacific Division, U. S. Army Corps of Engineers, Portland, effective February 1, 1961.

General Starbird succeeds Brigadier General Allen F. Clark, Jr. whose tour of duty as Division Engineer ends shortly after the first of the year. General Clark has indicated he will retire from the Army but his plans for the future have not been announced.

General Starbird, who is 48 years old, [REDACTED] [REDACTED] [REDACTED]. He was commissioned a Second Lieutenant in the Corps of Engineers in June 1933 following his graduation from the U. S. Military Academy at West Point. After two years at Fort Belvoir, he was for a year a member of the U. S. Modern Pentathlon Olympic Team. He then attended Princeton University and received a Civil Engineering Degree. His education also includes Armed Forces Staff College and the Engineer School at Fort Belvoir, Virginia.

From 1938 to 1942 General Starbird was an instructor at the U. S. Military Academy. He then served for 2-1/2 years in the Operations Division, War Department General Staff, Washington, D. C.

From January 1945 to May 1945 he was an Engineer Combat Group Commander with the Third Army. He then returned to the General Staff and served until June 1946 when he was assigned successively as Aide-de-camp to the Commanding General, U. S. Army, Pacific; Deputy Chief of Staff, Joint Task Force 7, and Deputy Chief of Staff, U. S. Army, Pacific.

In April 1949 General Starbird became a member of the Weapons System Evaluations Group, Office of the Secretary of Defense, Washington, D. C. A year later he became Area Engineer for the Corps of Engineers, Pierre, South Dakota, supervising construction at Oahe Dam.

From 1951 to 1953 General Starbird was a senior member of the Secretariat of the Supreme Headquarters, Allied Powers, Europe (SHAPE). He then served in the Office, Chief of Engineers, Washington, D. C. as Deputy Assistant Chief of Engineering for Civil Works until his assignment to the Atomic Energy Commission. In that assignment he has had responsibility for supervision of the AEC Weapons Research Development, Testing and Production Program.

General Starbird's decorations include the Distinguished Service Medal; the Legion of Merit; Bronze Star Medal with one Oak Leaf Cluster; and the Commendation Ribbon.

General Starbird was assigned to Joint Task Force Eight on January 2, 1962; made Director, Defense Communications Agency on January 1, 1963; and on March 15, 1967, appointed Systems Manager of Army Sentinel, Chief of Staff.

WILLIAM W. LAPSLEY

DIVISION ENGINEER

1961 - 1964



W. W. LAPSLEY

(Born Ala.) W. W. LAPSLEY

MILITARY HISTORY.- Major General William W. Lapsley was assigned to the U. S. Army Engineer Division, North Pacific, as Division Engineer, effective December 18, 1961. The division area includes the states of Oregon, Washington, Idaho, Western Montana and Alaska. Division headquarters are in Portland, Oregon.

General Lapsley [REDACTED] After graduation from high school he attended Tusculum College in Greenville, Tennessee. He also attended Marion Military Institute, Marion, Alabama, before entering the United States Military Academy in July, 1931. He was graduated from U.S.M.A. in 1935 and was commissioned in the Corps of Engineers. He also was graduated from the Engineer School at Fort Belvoir, Virginia, and the University of California, Berkeley, California, receiving a Master's Degree in Civil Engineering from the latter institution.

Among assignments as a young officer was a tour of duty at Fort Lewis, Washington, where he first became acquainted with the Pacific Northwest. He was Executive Officer of the Norfolk Engineer District, Norfolk, Virginia, when the United States entered World War II, and became District Engineer of that district in July, 1942.

General Lapsley served as the Engineer Supply Officer, Mediterranean Base Section, Oran, North Africa from April, 1943 to December, 1943. During that time, the Base Section supported the I Armored Corps Reinforced, and the Fifth Army in the invasions of Sicily and Italy, respectively.

He then was assigned to command the 41st Engineer Regiment in Corsica and in the invasion of Southern France--the 41st Engineers being the first American ground troops to land in Corsica.

After the war, General Lapsley was assigned to the European Theater of Operations, with staff responsibility for the establishment of the American Universities at Biarritz, France and Shrivenham, England, as well as the American Technical School at Warton, England.

He returned to the United States in 1946, to four years in the G-4 (Logistics) Section of the War Department General Staff, broken by attendance at the Armed Forces Staff College from which he was graduated in 1947. From 1948 to 1950 he supervised the Wherry Housing Program for the Army.

In 1956, after a tour of duty in the Far East, General Lapsley became Commander of the Engineer Maintenance Center in Columbus, Ohio and in August, 1958 became Division Engineer of the U. S. Army Engineer Division, Ohio River, at Cincinnati, Ohio.

While serving as Ohio River Division Engineer, General Lapsley was also a member of the Mississippi River Commission and a member of the Board of Engineers for Rivers and Harbors.

W. W. LAPSLEY

Military History (cont'd)

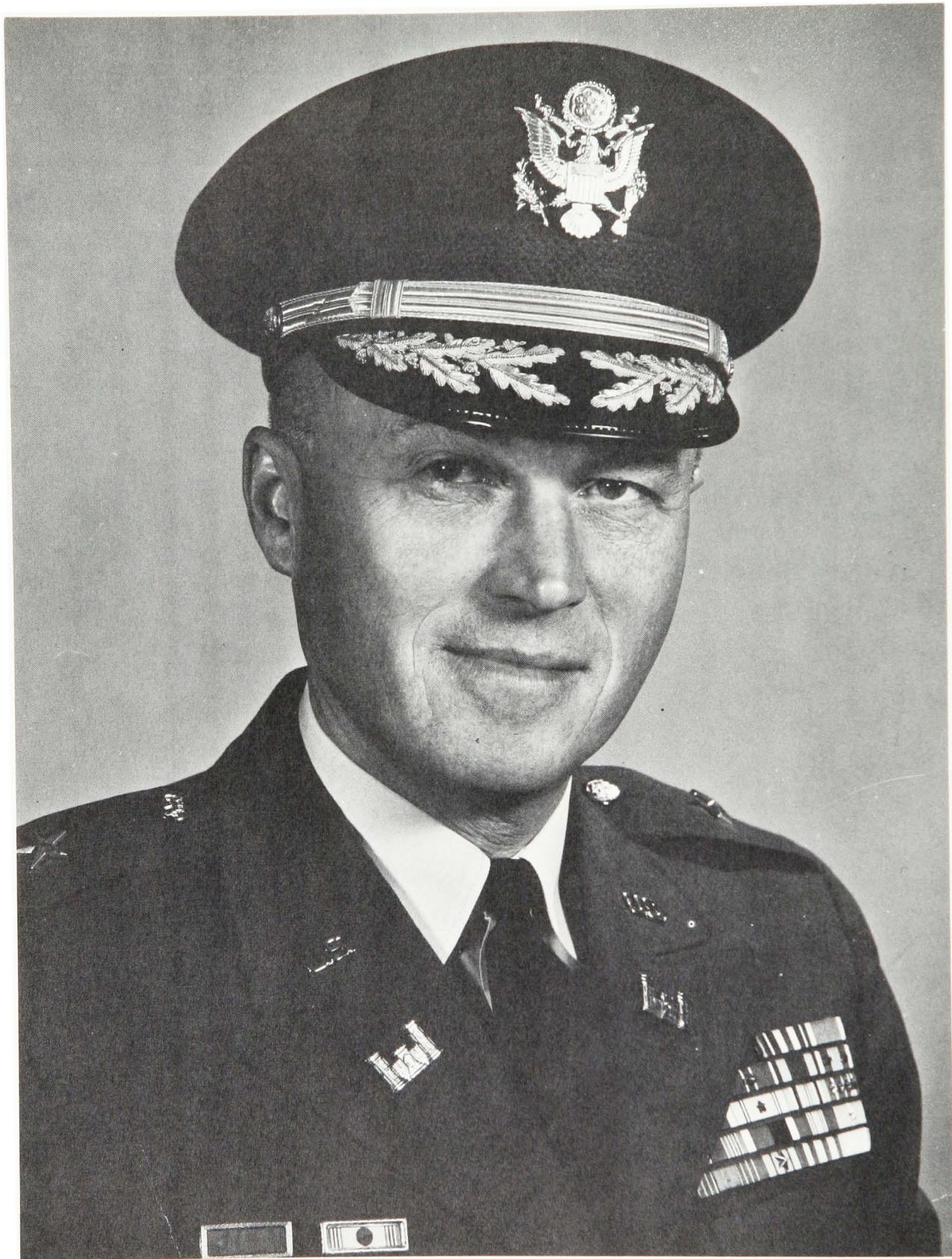
In November 1960 General Lapsley was assigned Commanding General, 7th Logistical Command, Korea, where he served until assignment to the North Pacific Engineer Division.

General Lapsley was assigned as Commanding General, U. S. Army Mobility Command, Warren, Michigan, effective early in January 1965.

PETER C. HYZER

DIVISION ENGINEER

1965 -



PETER C. HYZER

(Born Ill.).....PETER C. HYZER

MILITARY HISTORY.- Brigadier General Peter C. Hyzer was assigned as Division Engineer of the North Pacific Division, Corps of Engineers, on February 8, 1965. The division area includes the states of Oregon, Washington, Idaho, Western Montana, a small portion of Wyoming and Alaska. Division headquarters are in Portland.

General Hyzer was Division Engineer in the New England Division prior to his present assignment.

General Hyzer [REDACTED] and reared in Rockford, Illinois. He attended the University of Illinois from 1932-1933 and graduated from the U. S. Military Academy, West Point, in 1937. In 1949 he received his Master's Degree in Civil Engineering from the Massachusetts Institute of Technology.

In World War II General Hyzer served with Infantry troop units and XII Corps Headquarters in the European Theater of Operations, and received the Bronze Star with Oak Leaf Cluster, Army Commendation Ribbon with two Oak Leaf Clusters, and decorations from France, Belgium and Luxembourg.

After the war, General Hyzer served in Washington, D. C., for two years on the War Department General Staff, before being assigned to Japan and Korea. In Korea he received the Air Medal, Purple Heart, Silver Star, and Legion of Merit for gallantry in action and exceptionally meritorious conduct.

On his return from Korea in 1951, General Hyzer served with the Reserve Officers Training Corps, Norwich University, Northfield, Vermont, and with the Office of the Chief of Engineers, Washington, D. C., for two years. He attended the Army War College at Carlisle Barracks, Pennsylvania, 1955 - 1956, and then served for three years as the District Engineer, Detroit District, Corps of Engineers, Detroit, Michigan. He attended the Industrial College of the Armed Forces, Washington, D. C., 1959 - 1960. Prior to his New England Assignment he spent two years in Taiwan with the Military Assistance Advisory Group to the Republic of China.

He was promoted to Brigadier General on March 28, 1963. General Hyzer is a Registered Professional Engineer in the States of Michigan and Massachusetts; Fellow, American Society of Civil Engineers, and Member, Society of American Military Engineers.

He is married and has three children.

